

This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

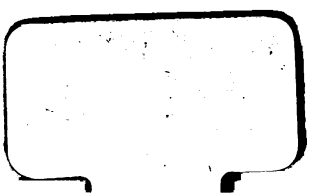
About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`


FREELINGS
GRAND
JUNCTION
RAILWAY COMPANION

Dr. Height to [illegible] for [illegible] Monument

6



G.A. Engl. 16° 15

FREELING'S

GRAND JUNCTION

RAILWAY COMPANION

TO

LIVERPOOL, MANCHESTER, AND BIRMINGHAM;

AND

Liverpool, Manchester & Birmingham

GUIDE;

CONTAINING
A NARRATIVE OF THE PARLIAMENTARY HISTORY OF THE PROJECT;
AN ACCOUNT OF EVERY THING WORTHY THE ATTENTION
OF THE TRAVELLER UPON THE LINE;
INCLUDING A COMPLETE DESCRIPTION OF EVERY PART OF
THE RAIL-ROAD;
OF THE NOBLEMEN OR GENTLEMEN'S SEATS
WHICH MAY BE SEEN FROM IT;
AND OF THE TOWNS AND VILLAGES OF IMPORTANCE IN ITS
NEIGHBOURHOOD;
OF THE CHURCHES, THEIR PATRONS, AND ENDOWMENTS;
THE MARKETS, FAIRS, RACES AND ANGLING STATIONS, TO WHICH
THE RAILWAY GIVES ACCESS.

DEDICATED, BY PERMISSION,

TO THE CHAIRMAN AND DIRECTORS OF THE GRAND JUNCTION RAILWAY COMPANY.

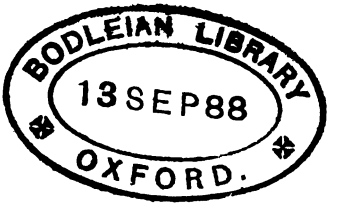
BY ARTHUR FREELING.

LONDON:
PUBLISHED BY WHITTAKER AND CO.
LIVERPOOL; BY HENRY LACEY, 100, BOLD-STREET,
AND SOLD BY THE OTHER BOOKSELLERS; ALSO, BY
THE BOOKSELLERS OF MANCHESTER; WRIGHTSON AND WEBB,
AND THE OTHER BOOKSELLERS, BIRMINGHAM.

1838.

D.29.8.88 Gough Add. Eng. Railways
11. 12.

SMITH AND GAWTHORP, PRINTERS, LIVERPOOL.



TO

JOHN MOSS, ESQ., CHAIRMAN;

AND TO

THE DIRECTORS

OF THE

GRAND JUNCTION RAILWAY COMPANY;

THIS WORK IS

(BY PERMISSION)

MOST RESPECTFULLY DEDICATED,

BY

THEIR OBEDIENT SERVANT,

THE AUTHOR.

A different issue
from 27 June 1850.

Alteration in 1st Leaf
& Dedication not
in B. copy

Additional Leaf
given not in B.
copy.

With other slight
differences.

Gr. Fen. Top. A.
8° 115

VERPOOL AND MANCHESTER RAILWAY.

he opening of the NORTH UNION RAILWAY, between RPOOL AND MANCHESTER AND PRESTON, on Wed- ay, the 31st instant, requiring an alteration in the Time eparture of some of the Liverpool and Manchester ns, intended to work in connexion with the NORTH ON RAILWAY, by a Junction of the Trains at Parkside; following will be the Hours of Departure of SUCH NS, on and after Wednesday, the 31st October instant.

FROM LIVERPOOL.	FROM MANCHESTER.
5 A.M..... Mixed Train.	7 30 A.M..... Mixed Train.
0 A.M..... First Class do.	(instead of 7 15 as at present.)
5 P.M..... Mixed do.	9 15 A.M..... First Class do.
instead of 3 as at present.)	(instead of 9 as at present.)
0 P.M..... First Class do.	3 0 P.M..... Mixed do.
	5 15 P.M..... First Class do.
	(instead of 5 as at present.)

ON SUNDAYS

Morning and Evening Second Class or Mixed Trains will work nnexion with the North Union Railway; and in all cases there e separate Carriages appropriated to Passengers for that Line, n Carriages will *run through* between Liverpool, Manchester, and on.

ces may be taken by all the above named Trains to and from pool and Manchester, *as usual*. Also between Liverpool and chester, and Preston, Wigan, and other Places on the North n Railway.

THE FARES,

s fixed by the North Union Company, are as follow:—

FROM LIVERPOOL OR MANCHESTER.

PRESTON by 1st Class Carriages..7s. 6d. By 2nd Class..5s. 0d.
WIGAN Do. ..5s. 0d. Do. ..3s. 6d.

GENTLEMEN'S CARRIAGES.

PRESTON....Four Wheels....25s. Two Wheels....20s
WIGAN..... Do. ....20s. Do. ....15s.

HORSES.

PRESTON....One Horse	12s.	6d.
Two Horses in the same Carriage.....	24	0
Three Horses Do.	28	0
WIGAN.....One Horse	10	0
Two Horses in the same Carriage	18	0
Three Horses Do.	22	0

PARCELS

Wigan, Preston, and THE NORTH will be booked at the Liverpool Manchester PARCEL OFFICES (Market-street, Manchester, and e-street, Liverpool,) on and after the 31st October; and the Coach s for the intermediate stopping Places on the North Union Rail- may be known on application at the Liverpool and Manchester es.

BY ORDER OF THE DIRECTORS.

iverpool, 15th October, 1838.

[*Turn over.*]

PREFACE TO FIRST EDITION.

I HAVE been compelled rather precipitately to send this volume forth to the public;—the necessity has arisen from the appearance of another work with a similar title.

This work has been repeatedly taken for mine;* and containing, as it does, numerous errors,† it was calculated to do me much injury, in the estimation of the public. In self-defence, therefore, I was compelled to bring out mine earlier than I originally intended.

From the report of my publisher, I find I have now to return thanks to the booksellers of Liverpool, Manchester, and Birmingham, in particular, for the liberal manner in which they have patronised my volume; they having ordered, before the publication, five-sixths of the edition, which consists of 3000 copies. As I cannot assume to myself any particular merit in the compilation, I am obliged to regard this

* In one instance, a most respectable firm in Liverpool ordered twelve copies, under this impression.

† The following is a specimen. On page 51, in Mr. Cornish's book, the public are informed, that *Warrington Bridge* "*has* TWENTY ARCHES, which are SIXTY-FIVE feet span, and the same number of feet high." WHEN THE FACT IS it has but TWELVE ARCHES, nine of which are but SIXTEEN feet span, and twenty-eight feet high.

ACCOUNT.

It will not be considered necessary to go into any detail of the history or progress of the line, from Liverpool to Manchester and Warrington, as separate works have long since made the public acquainted with every thing interesting regarding it. A slight sketch of the various applications to Parliament for power to complete the Grand Junction portion of the line will, however, not be uninteresting, especially as it exhibits the difficulties which invariably attend the promotion of a public good, when opposed to private interest. It is too often to be regretted, that the chief opposition to the efforts of those public-spirited individuals who originate such works, arises from persons whose real interests are not affected, but whose temper or caprice raise up a host of evils which exist only in their perverted imaginations.

In 1823, the project of the Liverpool and Manchester Railroad suggested to some gentlemen in Birmingham the idea of a Railroad to connect Lancashire and the north with the

south of England. To effect this object, Mr. R. Spooner, Mr. Sparrow, and Mr. Foster came over to Liverpool, and, when there, arranged a Committee of Liverpool and Birmingham gentlemen to carry forward their project; and, in 1824, an application was made to Parliament for permission to make a Railroad from the Cheshire side of the Mersey, opposite Liverpool, to Birmingham.

This bill was most violently opposed by the canal and landed interest, and was lost on standing orders in the House of Commons. In 1826, another application was made, which shared the same fate.

It would appear that, disheartened by the opposition encountered, the Committee relinquished the prosecution of their first project; and all public operations, with a view to effect this national work, lay in abeyance until just before the opening of the Liverpool and Manchester line, in 1830. Meetings were then held in Liverpool and Birmingham, and another line proposed.

It was now arranged that the Liverpool Committee should apply for a line from Liverpool to Chorlton, in Cheshire, and the Birmingham Committee for a line from Bir-

mingham to Chorlton. It is not necessary to insert the particulars of the prospectus then issued; suffice it to say that, after a most violent opposition, the bill from Birmingham to Chorlton was ultimately lost.

The bill from Liverpool to Chorlton was but a little more fortunate, for, having passed its first stages, it was lost by the dissolution of Parliament, on the Reform question. The great opposition which the Committee had to encounter, in their progress with this bill, was made by the Mersey and Sankey Canal Companies, on the ground that the bridge which it was proposed to erect across the Mersey, would impede the navigation of the river: and when we consider the number of persons connected with these companies, the extensive ramifications of their connexions, in addition to the ground of opposition being one purely of theory, and, therefore, more open to debate, we may form some idea of the difficulties the Committee had to contend with. As this opposition was, however, overcome,—as it must be frivolous, though vexatious,—we trust that it will not be repeated when a project, of which we have yet to speak, comes before Parliament,

In 1831, preparations for applying to Parliament were again made; but the fate of previous attempts, and the opposition threatened, caused the Committee and Subscribers to defer further proceedings that year.

In 1832, a meeting was held in Liverpool, John Moss, Esq., in the chair, when it was determined that one bill only, and that from Birmingham to Warrington, from which place there was a Railroad to Liverpool and Manchester, should be applied for; that the shareholders in the two concerns should be invited to unite in one, and the management be transferred to Liverpool. This was ultimately done, and Mr. Rastrick was appointed engineer for the Birmingham, and Mr. Stephenson for the Liverpool end of the proposed line; and a bill to effect this project was, after some short time, prepared for Parliament.

The whole management of the concern had, however, fallen into the hands of Liverpool gentlemen, who had had experience in the Liverpool and Manchester Railroad, both in obtaining the acts of Parliament, and making a railroad. To the experience of these gentlemen, in the latter object, are the subscribers indebted for the extraordinary fact, that the

82¼ miles of their line (which is accomplished with a degree of solidity and finish at present unrivalled) have cost them but about £1,500,000, while the works on the Liverpool line, which is but 31 miles, have cost more than two-thirds of the same amount; an expenditure, be it recollected, not recklessly or carelessly incurred, but one which was necessary to obtain the experience and information which will now enable others to execute similar works at so great a reduction of cost. Every railroad company which may in future exist is infinitely indebted to the Liverpool and Manchester Company; and if the feelings and principles which regulate the actions of individuals towards each other, when their own affairs alone are concerned, could be brought to bear upon their operations when incorporated in public bodies, committees, boards, &c. &c., the proprietors of every railroad would contribute handsomely to a compensation fund, to repay some of the enormous expense incurred, in their experimental outlay, by the shareholders of the Liverpool and Manchester Railroad; for, as their intelligent and talented secretary observes, in his able pamphlet, "In matters of detail, no less than in the grand outline and

structure of their work, the Liverpool and Manchester Railway Company have found, that on them has devolved the task of making experiments for the rest of the world." Alas! I fear this act of justice will never be accomplished. There is no chivalry in "Companies."

The anxiety of the gentlemen into whose hands the prosecution of the project had now been consigned was, to conciliate and do away with the opposition of the landed and canal interests; this they were most successful in accomplishing, and that too with a very small sacrifice of money, as compensation for *ideal* and real injury to landed proprietors; and the bill for making the Railroad from Birmingham to Warrington obtained the royal assent on 6th May, 1833, after having experienced a phenomenon in the history of railroads, the like of which never has been seen, and, probably, never will be seen again—the bill having passed both Houses of Parliament almost unopposed, without putting the Company to the expense of a single fee to counsel. The conducting of the case was left entirely to Mr. Swift, of Liverpool, the solicitor for the bill, who thought it prudent to retain counsel, in case of opposition, but the briefs were never

delivered. The Directors aided Mr. Swift in the removal of difficulties, by personal application to all parties who felt themselves injured, or likely to be so; and thus, by tact, prudence, and perseverance, brought the projected bill through Parliament.

In 1834, an amended bill was obtained, to alter the line through Staffordshire, and another to purchase the Warrington and Newton Railroad, which is now, therefore, the property of the Grand Junction Railway Company.

At the commencement of the year 1837, notice was given for a bill to alter the line to Liverpool, by forming a Railroad from Daresbury, in Cheshire. It is proposed to carry it across the river Mersey, at Fiddler's Ferry; from thence to proceed to Rainhill Stoops, and, leaving the grounds of Halstead a little to the south-west, join the Liverpool and Manchester line at the bottom of the Whiston inclined plane. Thus six miles will be saved, and three inclined planes will be avoided.

We have before stated the names of the two eminent engineers who drew the original plan of the Railroad, as carried through Parliament in 1833. It devolved, however, on Mr. Locke, to carry their plans into operation, and to make

such alterations as circumstances suggested, as improvements. To this gentleman belongs the honour of completing this stupendous work, within a few days of the time calculated on; and too much credit cannot be conferred on him, and the contractors, for the masterly manner in which it has been accomplished, and the punctuality with which it has been completed. The directors never calculated on opening the line until June, 1837, and on the 4th of July they received the first sum for the carriage of passengers.

The opening of this national undertaking was unattended by any display. This did not arise from apathy on the part of the public, as the thousands that waited at many of the stations for the arrival of the first trains which passed along the line fully testified; but out of respect to the memory of the late Mr. Huskisson, who met with the fatal accident which caused his death, at the opening of the Liverpool and Manchester Line. The chairman, John Moss, Esq., and deputy chairman, Charles Lawrence, Esq., having been present at that melanholy event, requested, on this account, that a public opening should be dispensed with; and we are happy in finding that this sensitive propriety

of feeling—this respect for the memory of the deceased, was responded to in the breasts of their brother directors.

We have thus traced this great work from its earliest projection unto its completion. In collecting information, we have made frequent inquiries, and find that it has been finished with fewer accidents than usually attend such undertakings.

We shall now give an account of such objects as we have deemed specially worthy of notice on the line. Some of the seats of the nobility and gentry are opposite a portion of the Railroad which passes through a cutting; it is, however, not the less interesting to the intelligent traveller, to be aware that he is passing through a country which affords scope for such establishments; and as we have made the mile-posts the point from which to direct the attention, there will be no difficulty in imparting the information.

The towns in the vicinity of the Railroad form an important feature in its statistics, as some calculation of the probable success of such undertakings may be made, from a knowledge of their population and employments; as the moral character of a people may in some measure be determined by the number of their churches and institutions; to these, therefore, we have paid particular attention.

Statement of Receipts and Expenditure to June 30th, 1837.

Capital, £90, called on 10,400 Shares	£936,000 0 0		
513 Warrington and Newton Shares at par of £100	51,800 0 0		
	£987,800 0 0		
Less sums expended by the late Liverpool and Birmingham and Birmingham and Liverpool Companies, previously to the formation of this Company, in their unsuccessful endeavour to obtain an Act of Incorporation	26,225 16 5	£961,574	3 7.
Loans	£491,957 0 0		
Amount borrowed to replace loans—notice to repay which has been given	45,000 0 0	536,957	0 0
Interest on Bank Account and from Exchequer Bills		9,233	1 0
Due to Contractors—Balance of reserves		4,385	15 9
		£1,512,150	0 4

EXPENDED.

Parliamentary Expenses	£22,757	10	4
Land and Compensation	211,230	6	11
Law Charges, Conveyancing, Stamps, &c., together with payments for Advertising, Travelling, and other expenses and disbursements connected with the Law Department and Parliamentary Business	20,794	0	3
Contracts for Works	748,698	5	3
Engineering and Surveying Expenses	23,823	18	3
General Charges and Office Expenses, including Advertising, Printing, Rent, Treasurer's and Clerks' Salaries, &c	4,551	5	10
Direction	3,134	5	0
Travelling	1,240	15	2
Stations	8,222	7	11
Locomotive Engines and Tenders	17,141	0	0
Building Carriages and Waggons	65,849	0	8
Rails, Chairs, and Keys	254,426	3	9
Sundry Disbursements connected with Coaching Establishment	192	0	10
Purchase of Warrington and Newton Line, less Surplus Income	65,479	6	0
Interest on Loans	22,270	18	3
Cash in Bankers' hands	25,836	17	4
Arrears of Calls, less amount of Warrington and Newton Interest not yet called for	16,502	18	7
	£1,512,150	0	4

THE GRAND JUNCTION,

AND THE

Liverpool and Manchester Railway.

GENERAL REGULATIONS

At the Principal Station, Lime-street, Liverpool.

Coaches and cars with passengers and *heavy luggage* must drive in at the north gateway (nearest London-road), and, having set down their passengers, must depart immediately.

Passengers in coaches and cars, without luggage, or with light packages which they can conveniently carry through the Booking-offices without the assistance of porters, are requested to set down at the office doors, in Lime-street.

TIME OF DEPARTURE.—The gateway and office doors for the admission of passengers will be closed precisely at the several specified times of departure, and no person can be admitted afterwards for that train.

CARRIAGES AND HORSES.—Gentlemen's carriages, intended to be conveyed by the trains, are required to be in the yard fifteen minutes before the time of departure. Carriage horses, *accompanying* carriages to be conveyed by the trains, will be received at the station in Lime-street. All other horses must be taken up and set down at the Edge-hill station at the top of the New Tunnel.

STATION AT EDGE-HILL.—The gates at this station will be closed five minutes after the hour of departure from Lime-street, and no passengers can be admitted to *book* after that time.

Coaches and cars specially licensed by the Company, and subject to their regulations, will be admitted into the yard, *to wait the arrival of the trains.*

REGULATIONS

Of the Grand Junction Railroad Company.

BOOKING.—There will be no booking places except at the Company's Offices at the respective stations. Each Booking Ticket for the first class trains is numbered to correspond with the seat taken. The places by the mixed trains are not numbered.

LUGGAGE.—Each passenger's luggage will be placed on the roof of the coach in which he has taken his place; carpet bags and small luggage may be placed underneath the seat. No charge for *bona fide* luggage belonging to the passenger under 100lbs. weight; above that weight a charge will be made at the rate of 1d. per lb. for the whole distance.

ROAD STATIONS.—Persons intending to join the trains at any of the stations, are informed that the train will leave each station as soon as ready, without reference to the time stated in the tables.

CONDUCTORS, GUARDS, AND PORTERS.—The Company's porters will load and unload the luggage, and put into or upon any omnibus or other carriage. No fees or gratuities allowed to conductors, guards, porters, &c.

SMOKING, SELLING OF LIQUORS, &c.—No smoking will be allowed in any of the coaches, even with the consent of the passengers.

TIME OF STARTING.

FROM LIVERPOOL & MANCHESTER.				ARRIVAL AT BIRMINGHAM.			
	H. M.				H. M.		
1st Class ..	6 30	o'clock	A.M.	11	30	o'clock	A.M.
Mixed	8 30	„	A.M.	2	15	„	P.M.
1st Class ..	11 30	„	A.M.	4	15	„	P.M.
1st Class ..	2 30	„	P.M.	7	15	„	P.M.
Mixed	4 30	„	P.M.	9	45	„	P.M.
1st Class ..	6 30	„	P.M.	11	45	„	P.M.

FROM BIRMINGHAM.				ARRIVAL AT LIVERPOOL & MANCHESTER.			
	H. M.				H. M.		
1st Class ..	7 0	o'clock	A.M.	11	45	o'clock	A.M.
Mixed	8 30	„	A.M.	1	45	„	P.M.
1st Class ..	11 30	„	A.M.	4	15	„	P.M.
1st Class ..	2 30	„	P.M.	7	15	„	P.M.
Mixed	4 30	„	P.M.	9	45	„	P.M.
1st Class ..	7 0	„	P.M.	11	45	„	P.M.

N.B.—The First-class trains only take up and set down passengers at the six principal stations, which are distinguished in the table by being printed in larger characters.

The Mixed trains will also take up and set down passengers *to or from any part of the Grand Junction Railway*, at all the usual stopping places on the Liverpool and Manchester Railway.

The First-class trains will consist of coaches carrying six inside, and of mails carrying four outside. The Mixed trains will consist of both first and second class coaches.

FARES

From Liverpool or Manchester to Birmingham, or vice versa.

	£.	s.	d.
First-class Coach, six inside, whether in First-class or in Mixed trains	1	1	0
Mail Coach, four inside	1	5	0
Bed-carriage in Mail Coach	2	0	0
Second-class Coach	0	14	0
Children under ten years of age, half-price.			
Gentlemen's Carriage, four wheels	3	0	0
Ditto ditto two wheels	2	0	0
Passengers, if belonging to and riding in Gentlemen's Carriages, each	0	15	0
Servants, ditto ditto, each	0	10	0
Grooms in charge of Horses, each	0	10	0
One Horse	2	0	0
Two Horses in one Horse Carriage	3	0	0
Three Horses ditto ditto	4	0	0
Dogs	0	3	0

A WOLVERHAMPTON TRAIN

Will start daily at the following hours: from Wolverhampton Station to Birmingham at Eight o'clock in the Morning, and from Birmingham to Wolverhampton at Seven o'clock in the Evening.

Fares from Wolverhampton Station to Birmingham.

	Close Carriage.	Open.		Close Carriage.	Open.
To Willenhall	1s. 0d.	0s. 6d.	To Newton Road	2s. 0d.	1s. 0d.
„ James' Bridge	1 6	0 9	„ Perry Bar	2 6	1 6
„ Bescott Bridge	1 6	0 9	„ BIRMINGHAM	2 6	1 6

Fares from Birmingham to Wolverhampton Station.

	Close Carriage.	Open.		Close Carriage.	Open.
To Perry Bar	1s. 0d.	0s. 6d.	To James's Bridge	2s. 0d.	1s. 0d.
„ Newton Road	1 6	0 9	„ Willenhall	2 6	1 6
„ Bescott Bridge	2 0	1 0	„ W'HAMPTON	2 6	1 6

A WARRINGTON TRAIN.

Will start daily from Warrington to Liverpool and Manchester at Eight o'clock in the morning.

ON SUNDAYS,

The four First Class Trains only, with the addition of Second Class Coaches, will start at the same hours as on the week days, but will not take up and set down passengers at any but at the six principal stopping places.

TABLE OF FARES AND DISTANCES FROM LIVERPOOL & MANCHESTER TO BIRMINGHAM,

Shewing the Time (after starting) occupied in arriving at the several Stations, as also the Distance from each Station to the various places lying East of the Line.

STATIONS.	Distance to Lpool and Manchester.	Time occupied in arriving after starting from Liverpool and Manchester.		FARES. 2nd Class Coach.	1st Class Coach.	Mail.	Gentlemen's Carriages.	Places lying East.
		Mixed.	1st Class.					
LIVERPOOL.								
MANCHESTER.	Miles.	H. M.	H. M.	s. d.	s. d.	s. d.	£. s.	
Newton Junction	14¾	0 40						
WARRINGTON	19¼	0 55	0 50	3 0	4 0		0 15	Altringham 12.
Moore	22¼	1 3		3 6	5 0			
Preston Brook	25	1 16		3 6	5 0			
Acton	29½	1 30		4 0	5 0			
HARTFORD	31¾	1 40	1 28	4 6	6 0	8 0	1 5	Northwich 2, Knutsford 9.
Winsford	36¼	1 56		5 6	6 6			Middlewich 2.
Minshull Vernon	38¾	2 2		6 0	7 0			
Coppenhall	42¼	2 13		6 6	9 0			
CREWE	43¾	2 23	2 2	7 0	9 6	11 0	1 10	Sandbach 5, Congleton 11, Macclesfield 19
Madeley	51¼	2 52		7 6	11 0			Newcastle 5, Betley 3, Potteries 7.
WHITMORE	54¼	3 5	2 45	8 0	11 6	13 6	1 15	Newcastle5,Lane-end9, Trentham5,Leek 16.
Norton Bridge	62¼	3 28		9 6	13 6			Stone 3, Cheadle 14.
Bridgeford	64¾	3 37		9 6	13 6			
STAFFORD	68¼	3 45	3 22	10 0	14 0	17 0	2 2	Uttoxeter 14, Sandon 5,Rugeley 9, Lichfield
Penkridge	73¾	4 6		11 0	15 6			Cannock 5. [17.
Spread Eagle.....	76	4 15		11 6	16 6			
Four Ashes	77¾	4 19		11 6	16 6			
WOLVERHAMPTON.	83¼	4 36	4 12	13 0	19 0	21 0	2 10	
Willenhall	85¼	4 50		13 0	19 0			
James's Bridge.....	87¼	4 56		13 6	19 6			
Bescott Bridge	88	4 59		13 6	19 6			Walsall 1½ mile.
Newton Road	90¾	5 9		14 0	21 0			
Perry Bar	94	5 19		14 0	21 0			
BIRMINGHAM.....	97½	5 30	5 0	14 0	21 0	24 0	3 0	

TABLE OF FARES AND DISTANCES FROM BIRMINGHAM TO MANCHESTER & LIVERPOOL,

Shewing the Time (after starting) occupied in arriving at the several Stations, as also the Distance from each Station to the various Places lying West of the Line.

STATIONS.	Distance to Birmingham.	Time occupied in arriving after starting from Birmingham.		FARES. 2nd Class Coach.	1st Class Coach.	Mail.	Gentlemen's Carriages	Places lying West.
		Mixed.	1st Class.					
BIRMINGHAM	Miles.	H. M.	H. M.	s. d.	s. d.	s. d	£. s.	
Perry Bar	3¼	0 8		1 0	1 6			Handsworth 1 mile.
Newton Road	6¾	0 20		1 0	1 6			West Bromwich 2.
Bescott Bridge	9¼	0 30		1 6	2 0			Wednesbury 1, Dudley 5¼.
James's Bridge	10	0 33		1 6	2 0			Darlaston ¾.
Willenhall	11¾	0 46		2 0	2 6			Bilston 1¼.
WOLVERHAMPTON.	14	0 56	0 33	2 6	3 0	3 6	0 10	Chiffnall 14, B'north 14, Town of W'm 1.
Four Ashes	19¾	1 13		3 0	4 0			Brewood 2.
Spread Eagle	21¼	1 17		3 0	4 0			
Penkridge	23¾	1 40		3 6	5 0			
STAFFORD	29	1 43	1 10	4 0	5 6	6 0	1 0	Newport 12.
Bridgeford	32¼	1 57		4 6	6 0			
Norton Bridge	34¾	2 9		5 0	6 6			Eccleshall 2¼.
WHITMORE	43	2 29	1 53	6 6	9 0	11 0	1 10	Market Drayton 10.
Madeley	45¾	2 41		7 0	9 6			Moore 2¾.
CREWE	53¾	2 59	2 24	8 0	11 6	13 6	1 15	Nantwich 4.
Coppenhall	55	3 10		8 6	12 0			
Minshull Vernon	58¼	3 18		9 0	13 0			
Winsford	61	3 27		9 0	13 0			
HARTFORD	65¼	3 37	2 59	9 6	13 6	16 6	2 2	Tarporley 8, Chester 16.
Acton	68	3 48		10 0	14 0			
Preston Brook	72¼	4 1		10 6	15 0			
Moore	74¾	4 6		11 0	15 6			Frodsham 3, Chester 13.
WARRINGTON	77¾	4 14	3 36	11 6	16 6	19 6	2 10	Runcorn 4.
Newton Junction	82¼	4 32		12 6	18 0			
MANCHESTER	97¼	5 15	4 45	14 0	21 0	24 0	3 0	
LIVERPOOL	97¼	5 15	4 45	14 0	21 0	24 0	3 0	

JOURNEY, &c. &c.

The traveller, having taken his place in the Grand Junction Carriages at the Station at Lime-street, will immediately proceed through the Great Tunnel, which was opened in August, 1836. It is 2,230 yards long, 17 feet high, and 25 feet wide, and cost one hundred and fifty thousand pounds; the carriages are drawn up by means of a stationary engine at Edge-hill; the steam to supply this engine is furnished by boilers situated at a considerable distance, viz. at the area from whence the locomotive engines formerly started. This communication and its machinery are well worthy of the traveller's notice, if he has time to examine them. (See *Liverpool and Manchester Railway Companion.)*

Emerging from the tunnel, we arrive at the Edge-hill station, at which is the stationary engine before-mentioned.

As it is not our object to give a minute account of the Railroad from Liverpool to Manchester, we shall just give a rapid sketch of it, referring our readers to the "Liverpool and Manchester Railway Companion," for more detailed information respecting the road, seats, villas, &c.; and at the end of the book we shall give a Guide to Liverpool, Manchester, and Birmingham, as stated in our Prospectus.

Immediately after the trains leave the Edge-hill station (at which place the locomotive engine is attached), two lines of rails will be

observed turning to the right; they lead to the Crown-street station situated at the end of the small tunnel, now, we believe, used principally for coals, and to the large tunnel which communicates with the Company's warehouses at Wapping. The tunnel through which the trains with merchandise pass, is 2,250 yards in length, 22 feet wide, and about 16 high, and rises 1 in 48. The small one parallel to it, formerly used by the carriage trains from Liverpool, is 291 yards long, 15 feet high, and 12 wide; it has an inclination of half an inch to the yard. In the area, at the head of these tunnels, are the stationary engines, employed to draw the waggons up the large one and down the smaller, the former being an inclined plane downwards, the other upwards; here also are the boilers which supply the steam to the engine at the Edge-hill station. A little further on we arrive at the

WAVERTREE-LANE STATION, which is 1¾ miles from Liverpool; the seat on the left is the residence of Charles Lawrence, Esq. whose lady is the authoress of the Life of Mrs. Hemans, and a volume of poems; shortly after, the carriages pass through the

OLIVE MOUNT EXCAVATION.—This is cut through the solid rock, and is in some places 70 feet below the fields above. Here is an inclined plane, the declination of which is about four feet in the mile, and causes a decided acceleration of speed. The next place we arrive at is the

BROAD GREEN STATION, which is little more than 3¼ miles from Liverpool.

A little further on is the BROAD GREEN EMBANKMENT, which is near two miles in length, and in some places 50 feet above the valley; from hence may be seen many seats of the nobility and gentry.* The view here is worthy of the traveller's attention. After having crossed this embankment, we arrive successively at the ROBY-LANE and HUYTON STATIONS. The latter is 5¾ miles from Liverpool. Proceeding for one mile further, the Whiston inclined plane commences; at the foot of which is a stationary engine to assist the trains when necessary. This acclivity rises eighty-two feet in one mile-and-a half, and very sensibly decreases the speed of the ascending, and of course accelerates that of the descending carriages. Having arrived at the summit of the incline, we proceed along the Rainhill Level for about two miles, and then descend the Sutton incline, which is very quickly perceived by the increased velocity of the carriages. (It was at the Rainhill Level that the engines, with their tenders, contended for the prize of £500, which was gained by Mr. Stephenson's engine, the Rocket.†) We now

* Every information respecting this Railroad to Manchester, including the charges from every station, are in the Author's other work, "The Liverpool and Manchester Railway Companion," which could not be inserted here without much enlarging the book. Those who wish for that information, can purchase it separately at Mr. LACEY'S, 64, Bold-street, Liverpool; Wrightson and Webb's, New-street, Birmingham; and at the principal Booksellers in Manchester; price 1s.

† For the further particulars, see "Liverpool and Manchester Railway Companion."

pass under an iron bridge of two arches, over which passes the Railway from St. Helens to Runcorn Gap; the engine-house, for the assistant engine, is on the right, at the bottom of the incline; the railroad to the left is the St. Helens Junction Line, and close to it is the

ST. HELENS JUNCTION STATION.—We now proceed across Parr Moss. The township in which it is situated was formerly the property of the family of Catherine Parr, wife of Henry VIII. The

COLLIN'S GREEN STATION is the next we arrive at; and shortly after cross the Sankey Embankment. Burton Wood is on the right: Newton Race-course is on the left, and may be discovered by the Grand Stand, which from hence is a conspicuous object. The Sankey Embankment, over which the traveller has been passing since he left the post marked 13½ miles, is the heaviest on the line, being, in some places, 70 feet above the level of the canal. The viaduct is built on piles; the road is 25 feet wide, and is supported by 9 arches of 50 feet span; the work cost £45,000. We now arrive at the Sankey Viaduct; it is an object well worthy of the traveller's attention. The Sankey Canal, which flows beneath it, was the first ever cut in England.

A quarter of a mile further on, we shall arrive at

THE NEWTON JUNCTION STATION.—If the reader is occupied in tracing the progress of the carriages, he had better turn to page 31, on

which the journey on the GRAND JUNCTION LINE commences. In the mean time, as it is possible the carriages may stop here, we shall give a hasty glance along the road to Manchester.

Proceeding towards Manchester, then, we cross the Sandymain's Embankment, and arrive at Newton Bridge. The railroad here is at an elevation of 40 feet from the road below; the bridge which carries it across this valley has 4 arches, each of 30 feet span. After passing this, we arrive at the

NEWTON BRIDGE STATION, distant from Liverpool 16 miles, from Manchester rather more. We shall notice the extinct borough of Newton when we return to the Newton Junction Station, as it is not a part of our present plan to notice the towns on the Liverpool and Manchester line. At the above station is the Newton Hotel and Post Office. Half a mile further on is

PARK-SIDE STATION.—This station will always be deemed worthy of attention, as here the late Mr. Huskisson received the dreadful injury which terminated in his death. Opposite the site of the accident a white marble slab is let into the wall, and on it the event is recorded. A quarter of a mile further on we must direct the reader's attention to what has hitherto been called the Wigan Junction Railway. There is no station here; passengers going to Wigan get into the carriages at Park-side. This branch railway will shortly become of vast importance: it will be the grand connecting line between the Grand Junction Line and the North; the

works are nearly complete as far as Preston, and we expect that next year the line will be opened to Lancaster. We now enter the Great Kenyon Excavation, and proceeding along a slightly inclined plane, we soon pass the

BOLTON JUNCTION STATION, which is only remarkable as being near to Culcheth, in which township, we are informed, one of our Saxon kings held a council. Across Brossley Embankment we are quickly conveyed to

BURY LANE STATION—*which brings us within* 11 *miles of Manchester;* and half a mile further we enter the dreary waste of Chat Moss. Some attempts at cultivation will be perceived—successful or not in point of profit, time will tell. The road across the Moss is perfectly safe, although, at one time, it was deemed scarcely possible to make it sound. After passing over the Moss for three miles and a half, the traveller will reach the BARTON MOSS STATION; and 2½ miles further, the

PATRICROFT STATION, *which is not quite* 5½ *miles from Manchester.* The next STATION is that of ECCLES, 4½ *miles from Manchester.* To the right is the village of Eccles, unexpectedly immortalised in history as the place where Mr. Huskisson breathed his last. To this place he was conveyed in a carriage drawn by the Northumbrian, and the house of the Rev. Mr. Blackburn, vicar of Eccles, was the scene of his last agonies; after his decease his remains were conveyed to Liverpool, and buried in St. James'

Cemetery, where a splendid monument has been erected to his memory.

CROSS LANE BRIDGE STATION *is the next we come to, and is* 2½ *miles from Manchester.* From hence a few minutes more will bear us across the Irwell into the Company's yard at *Manchester.*

For an account of MANCHESTER, LIVERPOOL, and BIRMINGHAM, see end of book.

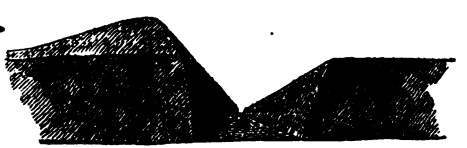
GRAND JUNCTION RAILWAY.

Before starting on our journey, it will be well to give an explanation of the various abbreviations used in the Work; and also a few preliminary observations.

P.R.—Parliamentary return of livings amounting to not more than £150 per year. If not mentioned in this return, the living is estimated at more than that annual sum.
C.V.—Certified value of chapelries—from the same source,
K.B.—The amount at which the living is valued at in the King's books.
Dis.—Discharged from the payment of first-fruits.
Pop.—Population.
To.—Town.
Pa.—Parish.
An. As. Val.—Annual value of the real property assessed in April, 1815.

Our readers will observe, that the embankments on the Grand Junction Line are thirty feet wide at the level of the rails, and that the slope towards the base is, at the least, in the

ratio of 1½ foot perpendicular to one foot horizontal; in some cases it is as 2 to 1; and that the inclination of the excavations are the same. It will easily be imagined that the embankments would not consume half the material taken from the excavations; when an overplus was obtained, the soil was carefully removed from the adjoining land, then the ballast from the excavation was laid on the land in the following shape—



the steep portion of the figure being towards the excavation. The soil which had previously been removed, was then spread over this ballast, and instances have been in which this surface has produced crops the same year as it was laid down.

We shall endeavour to convey to our readers an idea of the importance of this Junction; and in attempting it, we cannot do better than adopt the words of the Directors, as expressed in their circular.

"The Grand Junction Railway is 82½ miles in length; it commences in Curzon-street, Birmingham, at a station adjoining that of the London and Birmingham Railway, and passing

by or near Wednesbury, Walsall, Dudley, Bilston, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, the Potteries, Nantwich, Sandbach, Middlewich, Northwich, Preston Brook, Frodsham, Runcorn, and Warrington, terminates at Newton, on the Liverpool and Manchester Railway, by which it communicates with Liverpool and Manchester; the distance from Birmingham to those places respectively, being 97¼ miles."

"The Grand Junction Railway also forms an important link in the great chain of railway communication from London to Lancaster, a distance of 237 miles; the whole of which, with the exception of 22 miles, at the northern extremity, is expected to be completed in the course of this year."

In conformity with our plan, we shall give an account of each place lying east and west of the line, to which the directors, in their circular have directed attention, and whenever we think an omission of importance has been made, we shall notice it.*

For old acquaintance sake, we shall bestow a few words on the extinct borough of

NEWTON, formerly designated by topographers, "*Newton-in-Makerfield;*" it is a borough by prescription, and chapelry, in the parish of Winwick, and the hundred of West Derby.

* If the reader is desirous of leaving for the present the description of the towns, to trace the road as the carriages proceed, he will notice that the portion of the book in which the Railroad is described is printed within rules, with the distance marked on each side; with this mark he can easily confine his attention to the Line, and what may be seen near it. (See pages 24 and 38.)

It has a population of about 1643, and the actual value of real property assessed in 1815, was £6302. Its fairs are held Feb. 12, May 17, July 15, and every Monday fortnight for cattle and sheep, and on Aug. 12, for horses, horned cattle, and toys. The living is a curacy, in the archdeaconry and diocese of Chester; C. V. £18 9s. The chapel is dedicated to St. Peter: patron, Thomas Legh, Esq.

Newton belonged to the Crown in the time of Edward the Confessor, and, until disfranchised by the Reform Bill, had returned two members to Parliament ever since the first year of Elizabeth (1558).—*For Races, see Index.*

From Birmingham. From L'pool & Manch'r.

NEWTON JUNCTION STATION.*†

		Miles.	2nd Class.
	From Liverpool and Manchester	14¾	- 2s. 6d.
	From Birmingham	82½	- 12s. 6d.
	Two hundred yards after leaving the Station, is a line of railroad turning off to the left; this is the line from Manchester to Birmingham; and for about the same distance the carriages travel along a perfect level, but here they		
82	begin to descend a plane. At the 15¼ mile-post, an excavation, the first on the Grand Junction Line, commences.		15¼

* There are only six stations at which the First Class Carriages stop in the journey; these are distinguished by type of a different character from the rest, and by the charge for First Class Carriages being placed, in addition to the charge for the Second Class Carriages. Where these distinctions are wanting, it is only a *Second Class Station.*

† To Manchester and Liverpool, see page 26.

From Birmingham.		From L'pool & Manch'r.
	We continue to descend what may perhaps be properly called the Bradley Incline, as the village of Bradley lies to the left; this is the steepest that the locomotive engines travel on during the whole journey. It is rather more than three-quarters of a mile in length, and has a descent of one inch in 85;	
81¼	at the post marked 15½, the steep ends, and a gentle declivity of one inch in 476, succeeds, which, with but little alteration, continues to Warrington; opposite this post the Bradley excavation ends, and a slight embankment commences. To the left is the Vulcan Foundry, a red brick building; a great many locomotive engines are made here: the adjoining house belongs to the proprietor of the foundry; and a	15½
81½	little further on, opposite the 15¾ post, are a number of cottages, built of red brick, which are principally, if not wholly, occupied by the families of his workmen.	15¾
81¼	The country here is a flat valley, richly wooded; opposite this post, to the right, the Sankey Canal flows parallel with the road; on a fine day, the flats (a class of vessels adapted to this navigation, of from 40 to 80 tons burden) may be seen bearing their burden of merchandize to and from the commercial metropolis of the king-	16

From Birmingham. From L'pool & Manch'r.

dom, and, with their large red sails, adding much to the picturesque ap-
80¾ pearance of the scene. On the left, 16½
about a mile from the railroad, is

WINWICK, which, though now in appearance but an insignificant township, was formerly a British city, known by the appellation of Cair Guintguic. Winwick is remarkable as being one of the, if not the, richest living in England. It is a rectory, in the archdeaconry of Chester, valued in the K. B. at £102 9s. 9½d; patron, the Earl of Derby. The Church is dedicated to St. Oswald, and is said to be coeval with the establishment of Christianity in Britain. This was the favourite place of residence of Oswald, King of Northumberland, and here it is supposed he was slain by Penda, King of Mercia. A little to the north of Winwick, is Red Bank, the scene of an obstinately contested battle between a detachment of Cromwell's army and a party of Highlanders who had escaped from Preston, under the Duke of Hamilton. A dreadful slaughter of the latter ensued, and many of the prisoners were hanged in a field hard by, which still bears the name of Gallows Croft. The population of the township is 603; of the parish near 18,000. The annual value of assess-

From Birmingham.		From L'pool & Manch'r.
	ment in 1815 was £4,291. Winwick has an endowed Grammar School, founded by Gwalter Legh, Esq., about the middle of the 16th century. Winwick Hall is close by the church, which	
80¼	may be best seen from this post (17th mile); the trees to the left are in Winwick Park. When winter has thinned the foliage, the spire of the venerable church may be plainly seen.	17
79¾	A little past here (17½), the Sankey Canal turns to the right, towards RUNCORN GAP, at which place it enters the river Mersey, about 18 miles above Liverpool.	17½
79	Here ends the Bradley Embankment.	18¼
78¾	One hundred yards past here, a single line of rails turn off to the left, towards the town of Warrington. Here are various works connected with the railway carriages. One mile further on, is a bridge across the Line, over which passes the London road; and just through the bridge is the	18½

WARRINGTON STATION.

	Miles.	1st Class.	2nd Class.
Distant from L'pool & Manchester	19¼	4s. 0d.	3s. 0d.
Distant from Birmingham - - -	77¾	16s. 6d.	11s. 6d.

From this Station, Runcorn lies 4 miles west; Altrincham, 12 miles east. Except, however, he is travelling by a first class train, we should advise the traveller who is desirous to go to Runcorn, to alight at the Moore Station.

WARRINGTON.—It is a market town and parish, in the hundred of West Derby; the population of the parish is 19,155; of the town, 16,018. An. Ass. Val. £29,069. Its principal manufactures are, cottons, sail-cloth, hardwares, files, pins, and glass. Its public buildings are, a town-hall, market-hall, and cloth-hall. It has assembly-rooms, a theatre, gas-works, and a dispensary. Its markets are on Wednesday and Saturday; it has two fairs, for horses, horned cattle, and cloth, viz. on July 18 and November 30, (St. Andrew's), and a fair every Wednesday fortnight for cattle. It appears probable that the present name was a corruption of the Saxon appellation Wœring and Tun, signifying a fortified town. It is situated on the Mersey, over which a bridge was erected in the time of Henry VII. (1496) by the first Earl of Derby, to facilitate the progress of the king, who was about to visit Latham House; this bridge, after being many times repaired, was pulled down in 1812, and its successor is about to share the same fate, a handsome stone bridge having been just finished. In the time of the Civil Wars, this bridge was frequently the scene of obstinate conflicts, occasioned perhaps by there being no other nearer than Burton-upon-Irwell. In 1643, the town was twice taken by storm by the Parliamentary forces. In 1648, the Scottish army, under the Duke of Hamilton, here made a stand; General Lambert also here repulsed the Scottish army under the young king (Charles II.); and last, in 1745,

it was found necessary to break down the middle arches of the bridge, to check the progress of the Rebels. The livings are, a rectory and two canons, in the archdeaconry and diocese of Chester. C. V. rectory, £40, patron Lord Lilford; the curacy of St. Paul, patron the rector (not in charge); that of the Holy Trinity, certified value, £17 10s.; An. Val., P. R. £106; patron, Thomas Leigh, Esq. The church, dedicated to St. Elphin, or Helen, is a handsome building, built of red free-stone, probably of Saxon origin, and contains some very curious old monuments; two ancient chapels remain, in one of which is the magnificent tomb of Sir Thomas Boteler and his lady. Here are places of worship for most classes of Dissenters, and one Roman Catholic chapel. The schools are numerous, among which are pre-eminent, the Free-school, founded and endowed in 1526, by one of the Boteler family; and the Blue Coat School, which is richly endowed for the education of 150 boys and 40 girls. There are many charitable institutions in the town. Warrington was the birth-place of Dr. Percival, founder of the Literary and Philosophical Society at Manchester; of Litherland, the inventor of the patent lever watch; here the Right Hon. George Tierney received his education; and its neighbourhood gave birth to John Blackburne, who so successfully cultivated the Cotton-tree, and who was the second person who brought the Pine-apple to perfection in England. Warrington gives the title of Earl, in addition to Stamford, to the Grey family.

RUNCORN—named by the Saxons *Rornicofan*, is situated on the banks of the Mersey, 18 miles from Liverpool. Since the completion of the Duke of Bridgewater's navigation, the town has assumed an importance which it never before possessed. It is now a place of resort for salt water bathing, and its quarries of freestone employ a number of people. Population of parish, 10,326; of town, 5,035. Its church, dedicated to St. Bartholomew, is a very ancient structure, partly in the early and partly in the later style of English architecture; the living is a vicarage in the archdeaconry and diocese of Chester, K.B., £10 4s. 2d. per year; patron, Christ Church, Oxford. Runcorn had once to boast of its castle, built by the renowned Ethelfleda, daughter of Alfred the Great, and widow of Ethelred, Earl of Mercia. This fortress commanded the passage from the kingdom of Mercia to that of Northumberland.

ALTRINGHAM, is a neat market town in the county of Chester, parish of Bowden, and hundred of Bucklow; it is 12 miles east of the Railroad. Pop. 2,708. An. As. Val. £4,547. Although it possesses several factories of yarn, cotton, and worsted, the greater proportion of its population are engaged in agricultural pursuits. The Duke of Bridgewater's canal passes the town. It has a market on Tuesday, and fairs, April 29, August 5, and November 22, for cattle and drapery. The living is a perpetual curacy, not in charge, it being a chapelry to Bowden; An. Val. P. R. £102.

From Birmingham.		From L'pool & Manch'r.
77¾	We take our departure from the WARRINGTON STATION, and enter upon the ARPLEY EMBANKMENT, which is nearly two miles long, and, in some places, from 16 to 18 feet above the fields. The road passes over five bridges, besides the viaduct, in crossing this Embankment. The ascent of the road for the next mile is one inch in 500; then for 2¼ miles, nearly to the mile post (23rd mile), the ascent is scarcely peceptible, being but one in 3474.	19¼
77½	Looking to the westward, the high chimneys at Runcorn, and Halton Castle, may be plainly seen. The view from the ruins of this ancient fortress, which was demolished in the civil wars, is very extensive; we have not space to describe it, but if our readers are about to sojourn for any time at Liverpool, we would recommend them to take the steam boat to Runcorn, and promise them much gratification in a visit to the castle and neighbourhood. To the left is Latchford; the spire of its church may be plainly seen; and looking back, the traveller will now have a view of Bank Hall, the seat of Wilson Patten, Esq., the member for North Lancashire. Looking forward, the Hill Cliff quarry, from whence the stone was obtained for the formation of the bridges and viaducts, is to the south-east. Tradition	19¾

From Birmingham. From L'pool & Manch'r.

asserts that the celebrated Nixon prophesied, that when these rocks visited Vale Royal, the family of Cholmondely would have attained its zenith, and much more which this deponent sayeth not.

77¼ About forty yards before we come to this post (20½), the Railroad passes into Cheshire, by crossing the Warrington Viaduct, which has twelve arches, viz., nine land arches of 16 feet span, and 28 feet high from the level of the water; 2 river arches of 75 feet span, and 34 feet high, and one canal arch of 23 feet high from the same level. The river Mersey and the Mersey and Irwell Canal here flow under the road. The Viaduct has a very handsome stone parapet. To the left is Walton Inferior; a little more to the south-east is Walton Superior. About 30 yards before this post, we enter the Moore Excavation, which is near one mile and a half in length, and is crossed by five handsome bridges, the first and last of which are built on the skew principle. We now arrive at the (LINE *con. page* 44.)

20½

76 21¼

MOORE STATION,

	Miles.	2nd Class.
Distant from Liverpool and Manchester, - - - -	22½	- - - 8s. 6d.
Distant from Birmingham	74¾	- - 11s. 0d.

MOORE is a small township in the parish of Runcorn; it lies a little to the

From Birmingham. From L'pool & Manch'r.

east of the line, and its population is 243, principally agriculturists.

From this station Frodsham is three, Chester thirteen miles to the westward.

FRODSHAM is a market town, parish, and township, in the hundred of Eddisbury. The population of the parish and town is 5,547, of the town, 1,746; An. As. Val. £5,780. It is pleasantly situated on an eminence under the hills, which form the northern extremity of Delamere Forest, at the confluence of the Weaver and Mersey. It has an ancient church, dedicated to St. Lawrence, which stands on an eminence above the town; the living is a vicarage, in the archdeaconry and diocese of Chester, C. V. £33 13s. 11½d.; patron, Christ Church, Oxford.

Here is a well endowed free school, and a house for the master, on the summit of which is an observatory. This, like many of the towns in this country, formerly had a castle; this was given by Edward the First to David Lleweyllen, who broke his alliance with that monarch, and put one of his garrisons to the sword. He was afterwards taken, and was the first person who was executed as a traitor, according to the letter of the law. The castle was destroyed by fire in 1642. About a mile east of the town are some salt works, which, with the cotton manufacture, employ a great many of the inhabitants.

CHESTER is a city and county in itself. It is situated on a rocky eminence above the river Dee, which half encircles the walls. Population of city 21,363. It has a considerable maritime trade with Wales and Ireland, Spain, Portugal, and the Baltic; but the continual shifting of the bed of the river will ever prevent its port becoming of much importance. Its exports are copper, cast iron, coal, lead, calamine, and large quantities of cheese. It has large iron foundries, snuff mills, and some considerable ship building establishments: its principal manufacture is gloves. It has markets every Wednesday and Saturday; fairs on the last Thursday in February and April; on July 5 to 10, October 10 to 15, for cattle, Irish linen, woollen cloths, hardware, hops, drapery, and Manchester goods. The markets are well supplied, and there is now a good market-place.

The diocese of Chester includes 256 parishes, and the city is divided into nine, viz. St. Bridget's, a rectory, not in charge, P.R. £100; St. Martin's, a rectory, not in charge, £70; St. Peter's, discuracy, K. B. £6 13s. 6d., P. R. £82 18s. 4d.; St. Olave, curacy, not in charge, P. R. £54; St. Michael's, curacy, not in charge, P. R. 90; the patron of these livings is the Bishop of Chester; the Holy Trinity, a dis-rectory, valued in K. B. £8 15s. 5d., patron, the Earl of Derby; St. Oswald, dis-vicarage, K. B. £8 18s. 4d, united with the curacy of Bruen, of the certified value of £41 0s. 2d., in the gift of the dean and chapter; St. Mary's-on-the-Hill, a rectory, K.B.

£52, in the gift of Earl Grosvenor; St John's-the-Little, a curacy, not in charge, patrons, the corporation. The church of St. John contains some fine specimens of Saxon architecture. In the city are places of worship for all sects of Dissenters; for Quakers, Roman Catholics, &c.

From the frequent discoveries of coins, inscriptions, sculptured figures, altars, statues, and hypocausts; and from its buildings being disposed in the form of a Roman camp, consisting principally of four streets, running to the cardinal points from a common centre, it is evident that it was a Roman station. There is very much which is worthy of notice in this ancient city. The streets have evidently been excavated from the rock, which circumstance has induced a singular construction of the houses. On a level with the streets are low shops, apparently wholesale warehouses, and above them are balustraded galleries, which have a most singular appearance to strangers; in these galleries are, however, the shops of most of the light and fashionable businesses. The wall, which surrounds the city forms a pleasant promenade, and from it may be seen Rowton Moor, the site of that disastrous battle which Charles the First witnessed from one of the towers.

Of the ancient castle, said to have been erected by William the Conqueror, only a small portion remains; the modern one is, perhaps, the finest edifice in the city; the grand entrance is formed on the model of the Acropolis, at Athens. It contains an Armoury, Barracks,

Court of Justice, Offices of the Palatinate, County Jail, and Shire Hall.

The Cathedral is a spacious and irregular pile, formed of red stone; this was originally a nunnery, founded by Walpherus, king of Mercia, for his daughter, St. Werburgh, to whom it was dedicated. It subsequently became the abbey church of a monastery of Benedictines; at the dissolution of which, Henry VIII, endowed the cathedral, for the maintenance of a dean, 6 prebendaries, 6 minor canons, and other officers. It contains some of the finest specimens of Gothic architecture in the kingdom. St. John's Church; a Roman hypocaust and sudatory, with a beautiful altar inscribed to Esculapius, and a new bridge across the Dee, are well worthy of the stranger's attention. Besides the public buildings above mentioned, there is an infirmary, an Exchange, a Commercial-hall, in which is the Concert-room and City Courts of Justice; two Public Libraries, a Theatre, and a Commercial News-room. The corporation of Chester consists of a Mayor, Recorder, 2 Sheriffs, 24 Aldermen, and 40 Common Councilmen. The city returns two members to parliament; electors, about 1800, consisting of the old constituency of resident freemen and £10 householders; the Sheriffs are returning officers.

The public charities are very numerous, and include a Blue-coat School, a Diocesan School, an Infirmary, and several Almshouses. We regret that we are not able to devote more space to this interesting city.—*(For Races, see Index.)*

From Birmingham. From L'pool & Manch'r.

Proceeding through the Moore excavation, we leave to the left Moore Hall, the seat of General Heron, and "The Elms," occupied by William Stubbs,
74¼ Esq., and just before the 23 mile-post, 23
we enter on the Moore Embankment; it is nearly a mile and a quarter long, and in some places 16 feet above the fields; in crossing this embankment, the railroad passes over three bridges, and rises about 1 inch in 510, which continues unto the post marked (24¼), when a steep inclination of 1 in 100, which is half a mile in length, is succeeded by a continuation of the acclivity, but reduced to 1 in 180, which brings us to the level, just before we arrive at the 25¾ mile-post.

73¾ The country here is worthy of atten- 23½
tion: to the left may be seen Daresbury Wood, or Daresbury Firs, the tower of Daresbury Church; and Daresbury Hall, the seat of Mr. Chadwick; to the right is Norton Priory, surrounded by thick woods, the property of Sir Richard Brooke. This modern mansion occupies the scite of the former religious edifice; four of the ancient vaults of the priory, and the ornamental door-way, are preserved in the present erection. In 1643, Norton Priory was besieged by a party of royalists, who were beaten off by the

From Birmingham. From L'pool & Manch'r

family with considerable loss. This extensive vale is bounded to the west by gently swelling hills, luxuriant in wood and verdure.

72¾ Here is a neat lodge on the right, in which the person who takes care of the gates resides. The gate to the right opens on the road leading to Norton; that on the left, to the Daresbury road. At about 60 yards further, we enter the great cutting at Preston Brook; it is about a mile and three quarters in length, and in some places 45 feet deep; in it is one bridge, an aqueduct, and a small tunnel of about 100 yards in length; opposite this post, to the left, is the village of 24½

PRESTON BROOK; it is a small township in the parish of Runcorn, and hundred of Bucklow, with a population of 461; An. As. Val. £3,164. The Grand Trunk Canal here forms a junction with the Duke of Bridgewater's

72¾ 200 yards past the post, the railroad passes under the Duke of Bridgewater's Canal, which is supported by an aqueduct of two arches. 24½

It is probable the traveller will here observe that strong plankings are placed between the rails, as also through the western arch of the viaduct; this is a substitute for a bridge, which could not very well have been erected here. A

From Birmingham. From L'pool & Manch'r.

considerable stream of water runs under the railroad, the course of which may be traced by the planking which is laid down to sustain and keep the rails in their places. Just through the bridge is

PRESTON BROOK STATION.

		Miles.	2nd Class.
From Liverpool and Manchester....		25	3s. 6d.
From Birmingham		72¼	10 6

71½ Just before this post, we arrive at the small tunnel; this was resorted to on account of the great value of the land and the buildings upon it; if the idea had occurred at an earlier period of the work, it would probably have been of much greater extent. The 25¾

71½ Trent and Mersey Canal flows parallel with, and close to the east side of the road. We here pass through Bird's Wood, an extensive fox cover; this cutting will add greatly to the safety of the ancient family of foxes, although a sad foil to the amusement of the squirearchy. The road is here a perfect level, for about a quarter of a mile; it then has a descent of one in 330, 26

70¾ for little more than a mile: at the 26¼ post, the Dutton Embankment carries us across Dutton Bottoms; to the right, opposite here, is Aston Hall, the seat of — Aston, Esq.; a little further on, the road crosses a bridge, and to the left may be discerned the village of Dutton; a slight cutting (over which 26¼

From Birmingham. From L'pool & Manch'r.

is a handsome skew bridge) brings us in view of

DUTTON VIADUCT, which carries the railroad across the valley of the Weaver. This Magnificent work cost about £50,000. It consists of 20 arches, each of 65 feet span. The road is 27½ feet wide, and is sixty-five feet above the level of the Weaver and canal which passes under it. It was found necessary to drive piles in some places, to form a foundation for the piers; but for the most part they are built on a fine solid ground. From the centre of it is a view which is an extraordinary auxilliary to the effect produced on the mind by the contemplation of this stupendous work. To the westward is a thickly-wooded dell, with the Weaver and the canal, like twin waters, gracefully wending their way in close contact. To the eastward is the most diversified and brilliant scenery that such a space could contain. In directing attention to this lovely valley, we must not forget that the Weaver affords good sport to the fly-fisher.

69¼ The railroad has now an ascent of 28
1 in 330; the road is here a considerable height above the valley; it crosses one bridge, and a little further, arrives at an excavation of about a

mile in length, which is crossed by three bridges. The country is open, the view being bounded by hills at a great distance; and the line is perfectly level for about a mile, within which distance we arrive at the

ACTON STATION.

	Miles.	2nd Class.
From Liverpool and Manchester....	29¼	- 4s. 0d.
From Birmingham.....	68	- 10 0

Acton is a small township in the parish of Weaverham; its population is 335. An. As. Val. £1,847.

We now pass over one bridge, and then, with but a slight embankment not worth notice, proceed through the great Hartford Excavation, which, with one or two other slight embankments, and the intervention of that over Vale Royal, continues for nearly seven miles, and is crossed by 13 bridges, one of which has three arches. In this contract there were about 900,000 cubic yards of earth removed. The road for
67¼ the last quarter of a mile has had an 30
ascent of one inch in 440, which continues for three quarters of a mile further. Nearly opposite this post, to the right, is Grange Hall, the seat of Lady Brooke; it is situated upon a hill, surrounded by park-like grounds, which have a gentle declivity towards the Railway. The Railway is nearly

From Birmingham. From L'pool & Manch'r.

level for the next three quarters of a mile, when we pass under Chester lane bridge, and, sixty yards further, arrive at the

HARTFORD STATION.

	Miles.	1st Class.	2nd Class.
From L'pool & Manch'r rather more than....	31¾	6s. 0d.	4s 6d.
From Birmingham, rather less than.....	65½	13 6	9 6

HARTFORD is a small township in the parish of Great Budworth, and hundred of Eddisbury; its population is 863, and the An. As. Val. £3245.

From this station Tarporley is eight miles, and Chester 16 to the westward; Northwich two, and Knutsford nine to the eastward. (LINE *continued page* 52.)

NORTHWICH is a market town, township and chapelry, in the parish of Great Budworth, situated on the river Weaver, near its confluence with the Dane, and has a population of 1,481; An. As. Val. £1,952; it is 17½ miles E. N. E. from Chester. It derives its name from its relative position to other wiches or salt-towns. It was called by the Britons *Hellath-du*, or the Black Salt town. The market is held on Friday, and the fairs on April 10, for cattle; August 2, December 6, for cattle, drapery goods, and bedding.

The living is a curacy, in the archdeaconry and diocese of Chester (not in charge); patron, the vicar of Great Budworth. It has a well-

endowed free grammar-school, and chapels for Independents and Methodists. The inhabitants are principally occupied in the manufacture of cotton, and in the salt trade; as much as 240,000 tons of salt have been sent to Liverpool in one year. Salt is here manufactured both from the rock and the brine springs; these latter are from 60 to 100 feet in depth, and the water is so impregnated with saline particles, as to be fit for evaporation as soon as it is raised by the pump. The mines of rock-salt were discovered in 1670; the upper stratum lying from 180 to 200 feet below the surface of the ground. This vein was 30 feet in thickness, but, we believe, is now abandoned, as, a century after the above discovery, a superior description was obtained at from 100 to 150 feet lower, the intermediate space being a mass of stone. The interior of these mines has a most brilliant appearance, when lit up by candles; the roof and pillars then resemble the most sparkling chrystal; but they must be seen to be estimated.

Northwich was fortified by the Parliamentarians during the civil war, but, after an obstinate resistance, was taken by the Royalists; it was, however, once more taken by the Parliament, and held till the Restoration.

KNUTSFORD is a market town and parish, in the hundred of Bucklow; it has a population of 2,823; An. As. Val. £5,051. Its market is held on Saturday: fairs, Whit-Tuesday, July 10, and November 8, for cattle and drapery.

The principal manufactures carried on here are those of tanned leather, sewing thread, &c. The church is dedicated to St. John; the living is a vicarage, in the archdeaconry and diocese of Chester, endowed by the Crown with £400, and £16 per annum, by private benefaction; patrons, the lords of the following manors, in succession: Over Knutsford, Nether Knutsford, Ollerton Toft, and Buxton. The town has a Sessions House, a spacious County Prison, three places of worship for Dissenters, and two Charity Schools. It derived its name from Knut, or Canute, who here forded the river with his Danes, and defeated the Saxons in a great battle.

This town has a singular marriage custom. On the morning of the ceremony, it is usual for the friends of the happy pair to strew the street before their doors with brown sand, upon which they form fanciful devices with white sand, and over this artificial carpet strew various flowers which the season may afford; thus producing an emblem of the harmony and beauty of the social compact; and the pure feelings which generally accompany "young love"—alas! I fear we must allow—an emblem also of their evanescent nature: the feet of each wayfaring man that passes carries away a portion of the sand, and the wind bears away the flowers; and the wear and tear of the world bears away the delicate feelings, and the gentle attentions, to which love first gave birth; and the flowers of courtship, are they not too often allied to thorns by marriage! *(For Races see Index.)*

For CHESTER—*see page* 41.

TARPORLEY, a market town, parish, and township, in the hundred of Eddisbury; pop. of parish 2,391, of town 995; An. As. Val. £2,866. The inhabitants are chiefly employed in the manufacture of stockings and breeches. Market on Thursday; fairs, May 1st, the first Monday after August 24th and December 11th. The church is dedicated to St. Helen; the living is a rectory, in the archdeaconry and diocese of Chester, K. B. £20 3s. 4d., in joint patronage of the Dean and Chapter of Chester, Lord Anvanley, and Sir P. Egerton. The town has also a methodist chapel, and a school endowed by Lady Jane Done with £20 per annum. Here the principal gentlemen of the county assemble at an annual hunt.

From Birmingham.		From L'pool & Manch'r.
	Resuming our journey, we have now a descent of 1 in 330 for near a mile. when, with but slight alteration, and an occasional level, we have an average ascent of about 1 in 280, until, at the 53¼ post, (one mile on this side of WHITMORE,) we attain an elevation of 390 feet above low water mark at Liverpool, being nearly 250 feet above the road at this station.	
64½	The Vale Royal Embankment, which is about 150 yards long and 60 feet high, here meets the Viaduct midway in the valley. This bridge has 5 arches, each 63 feet span, and carries the Rail-	32¾

way across Vale Royal, at an elevation of near 70 feet from the water in the river Weaver, which flows beneath. The village of Moilton may be distinguished to the left, by the spire of its church; and to the westward may be seen the chimnies of Vale Royal Abbey, the seat of Lord Delamere. There is nothing remarkable in the appearance of the present mansion; it is rather low in its elevation, and consists of a centre and two wings, built of red stone: there is but little about it to remind us of the ancient monastic edifice, except, indeed, the noble woods which surround it—these well accord with the ideas we form of the wealth, and ease, and enjoyments of the *holy* men who constituted those brotherhoods.

The family of Cholmondeley were the reputed patrons of the prophet Nixon, whose visions, it would appear, have great credit among the peasantry even of the present time, who look at the VIADUCT with a sort of ominous fear, regarding it as a fulfilment of one of them, viz., "That when the rocks near Warrington should visit Vale Royal, the sun of this ancient family should set." The stone of which the viaduct was built did come from the Hill Cliff quarry; hence the good *villagios* are now filled with expectancy, while the

From Birmingham.		From L'pool & Manch'r.
	nobleman who is the subject of their alarm thinks no more of Nixon or his prophecies, than the fox he follows with so much zeal, or the grouse that he is probably at this moment (12th August) shooting. As a matter of curiosity, we must, however, mention that, in support of the one prophecy, we were informed of another, viz., that this same Nixon had foretold that in the year 1837, England should be without a king. Whether this has been invented to support the other, or whether the fact of our country being kingless is an accidental fulfilment of one of his reveries, it cannot but surprise us that, in the nineteenth century, the ravings of an idiot should be regarded in authority as but a trifle only inferior to Holy Writ.	
63¼	Opposite here, to the left, is a place for the engines to take in water (it is not a station) and Eaton Hall, the seat of Sir E. Antrobus.	33½
63	On the right, about 200 yards before you arrive at this post, is Newbridge Salt Works, Mr. Johnson, proprietor: here are 30 or 40 men employed. The works are about a quarter of a mile from	34¼
62½	the road. To the left is Walton Green, a red house, occupied by Mr. Penning. A little more to the eastward is Bostock Hall, the seat of James France, Esq. A mile further we arrive at the end of this Great Excavation, and	35

From Birmingham — From L'pool & Manch'r.

WINSFORD STATION.

which is about 40 yards past the bridge

	Miles.	2nd Class.
From Liverpool and Manchester	36¼	5s. 6d.
From Birmingham - - - - -	61	9s. 0d.

There is so little worth attention in this village, that it is not even noticed in Parliamentary Population Returns, (LINE *resumed, page* 56.)

From this station MIDDLEWICH is two miles to the eastward; this is a market town, parish and township, in the hundred of Northwich, County of Chester. It derives its name from its centrical situation between the wiches or salt-towns; its origin is of very ancient date. Pop. 1,325; An. As. Val. £1,569. Markets are held every Tuesday; fairs, on St. James's, August 5, and Holy Thursday, for cattle. The principal manufacture of this town is salt; to which, during the last few years, may be added that of cotton and silk. The church, dedicated to St. Michael, is a spacious structure. On the south side of it is a college, founded by Thomas Savage, Archbishop of York, and an oratory, founded by one of the Leigh family. The living is a discharged vicarage, in the archdeaconry and diocese of Chester; K. B. £14; P. R. £130; it is endowed with £400 by private benefaction and a gift from the Crown, and £1,000 by a parliamentary grant; patron, Rev. Isaac Wood. It has a free school, and three places of worship for Dissenters. The salt obtained here is principally from the brine

springs, the water from which is said to yield one-fourth of its weight in salt. The Grand Trunk Canal passes through the town, which gives it the benefit of an extensive inland navigation.

From Birmingham.		From L'pool & Manch'r.
61	We now enter on the Middlewich Embankment. There are five bridges in this work, which is about one mile and a quarter in length. To the right of the bridge is Winsford Lodge, the seat of J. Dudley, Esq.; and to the left, about a mile and a half from the road, is Manor Hall, the residence of W.	36¼
60¾	Court, Esq. Here, to the right, is an extensive view of a level, open country, through which the river Weaver may be seen pursuing its course in graceful evolutions. To the left, the Derbyshire and Staffordshire hills bound the view.	36½
60	The Middlewich Branch Canal here flows beneath the Railroad.	37¼
59¾	To the left is Lear Hall. The re-	37½
59¼	mains of a moat for the most part surround the house. From this post the Minshull Vernon Excavation (with the intervention of a short embankment) extends for about a mile; three bridges cross this cutting.	38

MINSHULL VERNON STATION.

	Miles.	2nd Class.
From Liverpool and Manchester..	38¾	6s. 0d.
From Birmingham.....	58½	9 0

From Birmingham.		From L'pool & Manch'r.
	MINSHULL VERNON is a township in the parish of Middlewich, and hundred of Northwich, county of Chester; Pop. 385; An. As. Val. £3,146.	
58¼	A slight embankment carries us to within a short distance of the 39¼ post, when a cutting of three quarters of a mile (across which are two more bridges) succeeds.	39
56½	We now arrive at an embankment which crosses Wanningham Moss; this extends to within 200 yards of the 41¼ post, when we enter Coppenhall Moss. A quarter of a mile further we	40¾
55½	pass under a bridge, and shortly after enter the Coppenhall Excavation; this is not quite a mile and a quarter in length; it is crossed by three bridges, the first of which is built on the skew principle; and just by the 42¼ post is	41¾

THE COPPENHALL STATION.

	Miles.	2nd Class.
From Liverpool and Manchester ..	42¼	- 6s. 6d.
From Birmingham.....	55	- 8 6

COPPENHALL is a parish and township in the hundred of Nantwich, county of Chester; Pop. 350; An. As. Val. £2,013. The church is dedicated to St. Michael; the living is a rectory in the archdeaconry and diocese of Chester; K. B. £6 10s.; patron, the Bishop of Lichfield.

An embankment of a quarter of a

From Birmingham. From L'pool & Manch'r.

mile, and a cutting of about the same length (across which is a bridge), bring
54 us to the 43¼ post; nearly opposite 43¾
here, to the left, is the place at which it was proposed to commence the Manchester and Cheshire Junction Railway. From a short embankment which extends to the Coppenhall Station, a good view of the country may be obtained; it is here particularly rich, abounding with wood and luxuriant pasture. The

CREWE STATION.

	Miles.	1st Class.	2nd Class.
From L'pool & Manch'r	43¾	9s. 6d.	7s. 6d.
From Birmingham....	53¾	11 6	8 0

CREWE is a small township in the parish of Barthomley, and hundred of Nantwich; Pop. 295; An. As. Val. £1,993.

From this station Nantwich lies 4 miles to the westward; Sandbach, 5; Congleton, 11; Macclesfield, 19 to the eastward. (LINE *resumed page* 62.)

NANTWICH is a market-town and parish in the hundred of the same name, county of Chester, situated on each side of the Weaver, in a valley which contains some of the richest dairy-land in the kingdom; Pop., town and parish, 5,357, town, 4,886; An. As. Val. £6,484. Market on Saturday; fairs, March 26, the 2nd Tuesday in June, September 4th, and December 4th, principally for cattle, sheep, pigs,

and once a fortnight for horned cattle, from Candlemas to the fair in March. The principal occupation of the inhabitants is the manufacture of salt, shoes, and cotton; it has also a large trade in cheese. Nantwich, it would appear, existed in the time of the Britons, previous to the Roman Invasion, when it was called *Halen Gwyn*, or the White Salt Town. Its present name is undoubtedly from the British word *nant*, a brook or marsh, and the Saxon *vic*, or as commonly pronounced, *wich*, a settlement, usually applied to places in which salt is made; the words combined signifying a salt town in a low or marshy situation. This is the first place in which salt was manufactured in Britain; hence the Romans named it Salinis. The church, dedicated to St. Mary and St. Nicholas, is built in the form of a cross, with a semicircular choir, and a fine octagonal tower rising from the centre. This church contains a portion of the remains of Vale Royal Abbey, several of the stalls having been brought from thence at the period of the dissolution. The living is a rectory, in the archdeaconry and diocese of Chester; K. B. £27 3s. 4d.; An. Val. P. R. £100. It is endowed with £1,200 by private benefaction, the crown, and a parliamentary grant; patron, Lord Crewe. The town has many charitable institutions. The widow of the immortal Milton died here in 1726. Nantwich is the only town in the county which, in the Civil Wars, uniformly adhered to the Parliamentary party.

SANDBACH is a market-town, parish, and town-

ship, in the hundred of Northwich, county of Chester, situated on an eminence near the river Wheelock; Pop., town and parish, 7,214, of town, 3,710; An. As. Val. £8,169. Market-day, Thursday; fairs, on Easter Thursday, first Thursday after September 12, for cattle and horses. It was formerly celebrated for its malt liquor, and also for the manufacture of worsted yarn and stuffs for country wear, but its trade has much declined. The church is dedicated to St. Mary, and has a lofty steeple; the living is a vicarage, in the archdeaconry and diocese of Chester; K. B. £15 10s. 2½d.; patron, Rev. J. Armistead. Here are places of worship for various denominations of dissenters, and an endowed school.

CONGLETON is a market-town and chapelry, in the parish of Astbury, and hundred of Northwich, county of Chester; it is situated on the river Dean, near the borders of Staffordshire; Pop. 9,352; An. As. Val. £11,189. Market on Saturday; fairs, Thursday before Shrovetide, May 12, July 5, November 22, for cattle and pedlars' ware. The principal manufactures are leather, cotton, silk, and ribbon. The church is dedicated to St. Peter; the living is a curacy, subordinate to the rectory of Astbury, in the diocese of Chester; K. B. £41 15s. 0d.; P. R. £140; it is endowed with £800 by private benefaction, the crown, and a parliamentary grant; patrons, the Corporation of Congleton. The town is governed by a mayor and six aldermen: it is healthily situated, and the houses are neat and clean. Lime-stone, of very excellent

quality is obtained in its neighbourhood. We cannot but record an instance of the singular taste of this town in days of yore. It would appear that, in 1622, they had so great a predilection for bear-baiting, that upon the town-bear dying, when the corporate funds were exceedingly low, the townsmen appropriated the funds which had been saved for the purchase of a new Bible, to the purchase of a new Bear!—and it is yet a bye-word in the mouths of the enemies of the good people of Congleton, that "they prefer their Bear to their Bible."

MACCLESFIELD is a market and corporate town, borough (by the Reform Bill), and a parish in the hundred of Macclesfield, county of Chester; it is situated on an eminence at the border of the forest to which it gives name, the river Bollin, or Jordan, running through the town. Pop. of the hundred, 123,429, of the town, 23,129; An. As. Val. £30,305. Its silk manufactures are very extensive; that of cotton has also been successfully introduced. Here are also manufactures of rope, nails, brass, and iron; and the vicinity abounds with coal, slate, and stone. The Macclesfield Canal runs to the eastward of the town. The town has four churches, two of them perpetual curacies in the archdeaconry and diocese of Chester, endowed with £2,000 by private benefaction and a Parliamentary grant, viz. All Saints, K. B. £50; P. R. £122; patrons, the mayor and corporation, with the sanction of the Bishop of Chester; and Christ Church, not in charge, P. R. £150;

patron, Wm. Roe, Esq. Another church, dedicated to St. Michael, founded by Edward I. in 1279, was nearly rebuilt in 1740. It is a spacious Gothic edifice, with a lofty spire; it has attached to it a sepulchral chapel, and in it are many ancient monuments; it has also a modern painted window, which cost £500. The new Church, erected by William Roe, Esquire, in 1775, is endowed with £100 a-year by its founder. There are also places of worship for various classes of Dissenters, and one Catholic chapel. The government of the town is vested in a mayor and 24 aldermen, four of whom, including the mayor, are justices, elected annually by the freemen. It sends two members to Parliament; the electors are householders of £10 and upwards, and are about 1,100 in number. The mayor is the returning officer. There are several charities and public buildings worthy of the attention of the visitor; and the records of the town furnish much curious historical information.

From Birmingham.		From L'pool & Manch r.
53¼	From hence there is, within a little more than five miles, a succession of four excavations, and as many embankments, varying from a quarter of a mile to a mile in length, on which ground the railroad goes under 9 bridges, and over 1. We have stated them together, as doing so in detail would weary the reader. There is nothing further worthy of remark until we arrive at the 44¼ mile-post, when	43¼

From Birmingham.		From L'pool & Manch'r.
52¾	we have a view of the woods in Lord Crewe's domain. At the 44¼ post a little to the south-east, and about a mile from the railroad, is CREWE HALL. This is a fine specimen of the singular style which prevailed at the commencement of the 18th century; it is a quadrangular building of considerable dimensions, principally built of red brick; the cornices and door-cases being of stone; the large bay windows in the front, and the open worked battlements, add much to the bold appearance of this elegant structure. Crewe Hall is well worthy of a visit from the tourist, as, independent of the general effect, its details are very interesting. The southern entrance opens to an ancient staircase of singular structure and great beauty; its principal dining-room is a noble apartment, highly ornamented; the drawing-room, portrait gallery, and private chapel, are well worthy of notice; in the latter is a fine painting of the Last Supper, and two very ancient specimens of stained glass. The grounds in the vicinity of the house are very extensive, presenting a fine undulating surface, the effect of which is much heightened by an extensive lake. The mansion is surrounded with thick woods, abounding with game; the private gardens are enclosed by a ring fence of lofty trees, and	44¼

From Birmingham.		From L'pool & Manch'r.
	are of such dimensions that their shadow does not impede vegetation. The Hall is not, however, much occupied by its noble owner, as the walks, overrun with the rank luxuriance of the woods and gardens, amply testify; the reason whereof, popular tradition has not failed to ally with the marvellous. Thus sayeth the peasantry, the truth whereof this deponent voucheth not—"The late Lord Crewe, it would appear, was addicted to the noble vice of betting, and laid so enormous a sum on a race between two grubs, that on losing it, this estate was obliged to be mortgaged for the payment; on his death, the present noble occupant did, with filial chivalry, allow the remaining portion of the debt to be paid out of the estate, which has hitherto caused him to live in comparative seclusion, without such an establishment as this pre-eminently English mansion would appear to demand."	
52	Basford Hall is to the right; its glory has departed, and it is now no more than the residence of an English yeoman.	45½
50½	To the left is a farm house, of Elizabethan appearance; proprietor, Mr. Garnet. A little to the north formerly stood Chorlton Hall: the cottage, which is evidently an appendage thereto, was formerly fortified, and is to this day called the Moat House.	46¾

From Birmingham.		From L'pool & Manch'r.
49¾	We are now approaching the borders of Staffordshire, which are but half a mile to the left, and continue about that distance for the next two miles, when we enter that county. From this spot, looking to the left, is another scene worthy of the pencil of a Claude—hill and valley, wood and village, covering a county, the surface of which is only surpassed in riches by the mineral treasures contained in its bosom. To the right Cheshire presents, as it were, a rival scene: her gently swelling hills bound an amphitheatre of rich pasture; and the noble woods of Doddington Park scarcely conceal the princely structure they encompass. · This noble work of art must now draw our attention from the interesting works of nature, which the sister county is presenting to our view.	47½
49½	About a mile to the right is Doddington Hall, the seat of Lieutenant General Sir J. D. Broughton; it is situated in an extensive park, whose venerable oaks and ancient avenue add much to the appearance of the modern mansion: this was erected from designs by Wyatt, towards the close of the last century. A short distance from the mansion are the remains of a fortified house, said to have been erected by Sir John Delves, in the reign of Edward the Third,	47¾

(1364). Near this was formerly a splendid mansion of Elizabethan origin, the recollection of which is preserved, though scarcely a vestige remains, by its having been twice occupied by the Parliamentarian forces during the civil wars. To the ancient fortalice, above referred to, has been attached an outer hall and staircase, and in this are preserved the only relics of the Elizabethan mansion; viz. five statues of Lord Audley and his esquires.

48¾ About 100 yards past this post, looking to the left, a panoramic view of a portion of Staffordshire is obtained, which has all the appearance of a vast wood. Proceeding forward on the embankment the country opens, and presents a scene of perfect enchantment. Betley Hall, the seat of George Tollet, Esq., is seen in the distance, amid park-like grounds. Betley Court, the residence of —— Twemlow, Esq., is immediately before you; and Betley Mere, a fine piece of water, adds much to the beauty of the domain, though unconnected therewith. The village of Betley is a little more to the south; it may be distinguished by the spire of its church, which is a prominent object in the landscape. Ravenshall is still more southward; and in the distance, crowning the hills, are the extensive woods of Grafton and 48¼

From Birmingham. From L'pool & Manch'r.

Wrine Hill, the resort of foxes innumerable. The end of this Embankment, which is perhaps 30 feet high, brings us to the 49 post: it is followed by a short but deep excavation. A similar embankment, and another cutting of 300 yards in length, over which is one bridge, introduce us to the Madeley Embankment, one of the heaviest on the line, being three quarters of a mile in length, and in some places, from forty to fifty feet above the fields below. In crossing it the railway passes over two bridges.

47¼ Proceeding along this great work, we enter the county of Staffordshire. The eye is attracted to the right by a group of houses, in front of which is a large piece of water; the most prominent is Mr. Twemlow's mill. The red brick building surrounded with trees is Wrine Hall, now a farm house, occupied by Mr. Timmis, but formerly the family seat of the Egertons: a great portion of the original mansion has been removed; it formerly covered the whole of the present garden. 49¼

47¼ The Madeley Excavation here commences; it is between forty and fifty feet high, and, with the exception of an embankment across a deep dell in Grafton wood, of about 50 yards in width, it is a mile and a half in length. 50

From Birmingham. From L'pool & Manch'r.

The Railroad proceeds under two bridges through Grafton Wood, the trees of which have a singular appearance, at the great height above you. This country used to be hunted by hounds, kept at Betley; but the extent of the woods, and the close approximation of the covers, would we should think, ever prevent much sport: it would be a gallant fox indeed, that would leave the security these extensive woods afford.

100 yards past this post is the

MADELEY STATION.

	Miles.	2nd Class.
From Liverpool and Manchester ..	51½	7s. 6d.
From Birmingham	45¾	7 0

MADELEY is a parish in the hundred of Puchell, county of Stafford; Pop. 1,190, chiefly agriculturists; An. As. Val. £7,273. The church dedicated to All Saints, is a commodious structure, and has a square embattled tower. The living is a dis-vicarage, in the archdeaconry of Stafford and diocese of Lichfield; K. B. £4 16s.; P. R. £94; endowed with £600, in equal sums, by a parliamentary grant, the crown, and private benefactions; patron, Lord Crewe. Here is an endowed school for boys and girls.

From this station Newcastle is 5 miles, Betley 3, Potteries 7, eastward; Woore 2¾ westward. (LINE *resumed page* 76).

NEWCASTLE-UNDER-LYNE, or LYME, is a borough and market town in the hundred of

Pirehill and county of Stafford, having separate jurisdiction, and pleasantly situated on the river Trent. Pop. 8,192; An. As. Val. £12,609. Its principal market is held on Mondays, and there is a small one on Saturdays. Fairs on Shrove Monday, Easter Monday, Whitmonday, Monday before July 15, Monday after September 11, and November 6, for cattle. It derived its name from a castle, built by Edmund, earl of Lancaster, after Chesterton Castle had fallen into decay; and it received the addition of Lyme from its proximity to the forest of Lyme, which formerly extended nearly to the town. The principal trade of the town is the manufacture of hats, clothing, silk, and cotton-throwing, and in the neighbourhood stoneware is made in prodigious quantities, as much as £100,000 worth of it having been exported in one year. The coal trade is also carried on to a very considerable extent. The Grand Trunk Canal passing through the town greatly facilitates its trade. The town was incorporated by Henry the First, and afterwards by Elizabeth, which charter was confirmed by Charles the Second; it is governed by a mayor, two bailiffs, and twenty-four common-council men. It has sent two members to Parliament ever since the 27th of Edward the Third. The Reform Act confirms the privilege, but extends the suffrage to £10 householders; the constituency are about 360 in number. This town had formerly four churches, three of which were destroyed in the barons' wars. The present very ancient church has a lofty square tower; it is dedicated to St.

Saviour. The living is a rectory, in the archdeaconry of Stafford, and diocese of Lichfield, (not in charge); patrons, the Society for purchasing Livings. The town has meeting houses for various classes of Dissenters, a Catholic chapel, a free grammar school, a national, and several other endowed schools, and twenty alms-houses for twenty poor widows; the latter were built and endowed by the Marquis of Stafford and Lord Granville. This town has had no slight influence on the destinies of the country, in giving birth to two of the most staunch supporters of the regicide Cromwell; viz., John Goodwin, whose powerful talents and pen were always at his service; and Major General Harrison, who contributed much to his military progress. *(For Races, see Index.)*

BETLEY, a parish in the hundred of Pirehill, county of Stafford; Pop. 870, principally agricultural; An. As. Val. £2,804; it formerly had a market, but it has been discontinued, and the produce of the neighbourhood is sent to Newcastle. It has still an annual fair on the 31st of July. The church is dedicated to St. Margaret. The living is a perpetual curacy, not in charge, in the archdeaconry of Stafford and diocese of Lichfield, endowed with £1,200, bestowed by private benefaction and royal bounty; P. R. £101 9s. 6d.; patron George Tollet, Esq. About a mile from the town are the remains of Healy Castle.

POTTERIES. The populous and interesting district, known under this general designation, is in the hundred of Pirehill and county of Staf-

ford, 7 miles eastward of the Railroad. It extends 10 miles in length and a mile and a half in breadth, and comprises the borough and market-town of Stoke-upon-Trent, and the several townships and villages of Hanley, Shelton, Etruria, Burslem with Long-port and Brown-hills, Lane-end with Longton, Tunstal, Lane Delph, Fenton, Cobridge, and their neighbourhoods. The country abounds with coal and clay, which, with its canal intercourse, extending to all parts of the country, make it the most eligible and most prosperous seat of the manufactures for which it has so long been distinguished. We shall give a short account of each of the interesting places of which "The Potteries" is composed.

STOKE-UPON-TRENT is a parish, market-town, and borough (by the Reform Bill); Population, 37,220, having more than doubled since 1801, when it was but 16,414, Market day, Saturday; annual fair, first Monday in August. An. As. Val. £59,553. It is situated, as its name implies, on the River Trent, and the Trent and Mersey Canal passes through it. The parish, including a district of 17 square miles, contains nine townships, four chapelries, and one liberty. It had formerly a very ancient church, dedicated to St. Peter: it has, however, given place to a modern structure, erected in 1826, partly by subscription among the inhabitants of the town, and the workmen of the Potteries, and partially by a parochial rate. The monument, which was originally erected in the old church, to the memory of the highly respected and enterprising Josiah Wedgwood,

in 1795, has been removed to the new church. The living is a rectory, in the archdeaconry of Stafford and diocese of Lichfield, K.B. £41 0s. 10d.; patrons, the dean and chapter of Lichfield.

The town contains many china manufactories, wharfs, and warehouses, and is considered the parish town of the Potteries. The New Boundary Act (an appendix to the Reform Bill) somewhat curtails the extent of the parish, which was originally of much greater extent. The Reform Bill created this town a borough, and William Taylor Copeland, Esq., alderman of London, and one of the largest china manufacturers in England, in conjunction with John Davenport, Esq., of Westwood Hall, now represent it in Parliament. The constituents are householders of £10 and upwards, and are about 1,500 in number. This was the first place in which a steam engine was erected for grinding calcined flint. There are places of worship in the town for various sects of dissenters, and a commodious school, in which about 500 children are educated upon the national plan.

HANLEY is a market town and chapelry, in the parish of Stoke, about two miles from Newcastle; Pop. 7,121. Markets, Wednesday and Saturday. A large market for cattle is also held four times a year. The chapel is a handsome and commodious structure, erected in 1788, and is remarkable for its tower, which is 100 feet in height. The living is a perpetual curacy in the archdeaconry of Stafford and diocese of Lichfield, endowed with £1,100 private benefaction, £1,000

by the Crown, and £200 by a parliamentary grant; patrons, the trustees. There are also places of worship for various denominations of Dissenters, a Roman Catholic chapel; and a National School, supported by subscription, in which 500 children are educated. The Grand Trunk Canal flows near the town, and such is the quantity of earthenware exported, that there is a company established for the express purpose of carrying that article. The town contains a Mechanics' Institution, and an excellent Dispensary.

SHELTON is a township and chapelry, 2 miles E.N.E. of Newcastle: Pop. 9,267. The Trent and Mersey Canal passes through the village and much facilitates its trade. There are upwards of thirty manufactories in the town, which employ upwards of three thousand of its inhabitants. The village is well paved, and lighted with gas. In it is a British and Foreign School, in which 600 children are instructed; Sunday schools, belonging to the establishment and to dissenters, and a Mechanics' Institution. The living is a curacy, in the archdeaconry of Stafford and diocese of Lichfield, not in charge; patron, the rector of Stoke-upon-Trent. There are also places of worship for various denominations of Dissenters.

In this township are the potteries, and the villa of Etruria, erected by the celebrated Josiah Wedgwood, and so named from Mr. Wedgwood's ingenious imitation of the Etruscan Vases. The villa is remarkable for the beauty

of its situation and the classical arrangement of its architectural details. Elijah Fenton, the poet, was born in this village; the house in which he lived is still existing. *(For Races, see Index, Potteries.)*

BURSLEM is a market-town and parish, situated 3 miles from Newcastle, on a gentle eminence near the Trent and Mersey Canal; Pop. 12,714; An. As. Val. £22,208. Market days, Monday and Saturday. Fairs, February 24, April 14, June 28, October 13, December 26, for cattle and horses. The ancient Church, dedicated to St. Peter, is a brick edifice, with a massive square tower. The living is a curacy in the archdeaconry of Stafford and diocese of Lichfield; K. B. £22 9s. 6d. A District Church has been erected, to the building of which the Parliamentary Commissioners contributed £8,000, the curacy of which is subordinate to the original living. Here are also places of worship for various denominations of dissenters, a Catholic Chapel; a handsome Town Hall and Market House, in which are an elegant News Room, and the Offices of Police; a Free Grammar School; and several Sunday Schools. It is also remarkable as being the original seat of the Staffordshire Potteries: by far the major part of its inhabitants are at present occupied in this branch of manufacture, which is now perhaps not inferior to china itself. Josiah Wedgwood here cut the first clod of the Trent and Mersey Canal, a work which has been of such infinite importance to the district.

LONGPORT and BROWNHILLS are portions of

the parish of Burslem, and their population is included in the Burslem return.

LANE-END and LONGTON, a market town, and a hamlet, forming together an extensive township, 4 miles from Newcastle; Population, 9,608. Market days, Wednesday and Saturday; fairs Feb. 14, May 20, July 23, Nov. 1. The church was built in 1764, rebuilt in 1795, and enlarged in 1828; it is a chapel-of-ease to Stoke-upon-Trent; the living is a perpetual curacy in the gift of trustees. A new church is building under the direction of the Parliamentary Commissioners; there are also places of worship for methodists, independents, baptists, and Roman Catholics, and there are two Free Schools. This most prosperous town has risen into opulence within a comparatively few years.

TUNSTALL, or TUNSTALL COURT, a market town and liberty in the parish of Wolstanton; it is situated on an eminence four miles N. by E. from Newcastle; market on Saturdays; Population, 3,673, chiefly employed in the manufacture of bricks, tiles, and porcelain, and in its neighbourhood are fine veins of coal, clay, and iron ore. The Grand Trunk Canal passes within half a mile of the town, and the great double Tunnel, which runs for two miles under Hare Castle Hill is in the vicinity. The right of presentation to the living of the church is vested in the perpetual curate of Wolstanton. There are three Wesleyan Chapels in the town, also a neat Court and Market House.

LANE DELPH, FENTON, and COBRIDGE, are

small hamlets, but contain some extensive pottery works, which employ a considerable population; this, however, is included in the townships to which they belong.

Woore is a small township in the parish of Mucklestone, hundred of Bradford, and county of Salop; Population, 400, principally agricultural. The living is a curacy, subordinate to the rectory of Mucklestone; K. B. £18, P. R. £27; patron, the Rector of Mucklestone. There is an annuity attached to this township of £15, by which thirty poor children are educated—we should think "the schoolmaster must be abroad" with such a task and such emolument.

From Birmingham.		From L'pool & Manch'r.
45¾	The cutting at Madeley is followed by a short embankment and excavation,	51¼
45	which brings us to the 52¼ post; the succeeding embankment is one mile in length, and carries us, with the aid of one bridge, across a portion of Whitmore Moss. The view is here bounded by hills on each side; those to the right are in many places so rugged as to create the impression that you have suddenly been transported to the Highlands of Scotland, and that you are vegetating among the grouse.	52¼
44	We have now attained a short level of about half a mile; we then descend an inclined plane of 13¼ miles in length, varying from 1 in 390 to 1 in 650,	53¼

From Birmingham. From L'pool & Manch'r.

which ends at the 65¾ post. On the right hand, near this post, is a goodly farm-house, rejoicing in the euphonious title of Bog Hall; the resident is Mr. Jones. A deep cutting, two miles in length, and crossed by two bridges, is next entered; the mossy character of the ground continues for about a mile; the remainder of the cutting is through earth and spongy rock. Just before the post marked 54¼ is the

WHITMORE STATION.

	Miles.	1st Class.	2d Class.
From Liverpool and Manchester	54¼	11s. 6d.	8s. 0d.
From Birmingham	43	9 0	6 6

WHITMORE, a parish in the north division of the hundred of Pirehill, in the county of Stafford; Pop. 281. The annual value of real property assessed in 1815 was £2,433. The living is a curacy, subordinate to Stoke-upon-Trent, in the archdeaconry of Stafford, and diocese of Lichfield, not in charge. (LINE *continued p.* 80.)

From this station Newcastle is 5 miles, Lane-end 9, Trentham 5, and Leek 16 eastward; Market Drayton is 10 miles westward.

For NEWCASTLE, *see page* 68.

For LANE END, *see page* 75.

TRENTHAM is a parish and township in the hundred of Pirehill and county of Stafford. Pop., parish, 2,344; An. As. Val. £11,909; Pop., town, 631, principally employed in the

manufacture of bricks and tiles, the most of which are of a dark blue colour. The Trent and Mersey Canal passes through the parish. The church is a very ancient structure, dedicated to St. Mary.; the living is a perpetual curacy in the archdeaconry of Stafford, and diocese of Lichfield, endowed with £1,400 by Parliamentary grant and the Crown; K.B. £14; P. R. £113 9s. 2d.: the patronage is vested in the Duke of Sutherland, who takes the title of Viscount Trentham from this place.

LEEK is a market-town and parish in the northern division of Totmonslow, situated on an eminence near the Churnet, a branch of the river Trent, in the moor-lands of Staffordshire; Pop., town and parish, 10,780, town, 873, principally occupied in the manufacture of silk and cotton; An. As. Val. £4,958. Market on Wednesday; fairs, February 7, Easter Wednesday, May 18, Whit Wednesday, July 3 and 28, Wednesday after October 10, for cattle of all sorts, and pedlars' ware; Wednesday before old Candlemas, and November 13, for cattle and pedlars' ware. A branch of the Trent and Mersey Canal passes near the town. The church, dedicated to St. Edward, is an ancient Gothic structure, with a square tower; K.B. £7 1s. 9½d., endowed with £1,000 by the Crown, private benefaction, and Parliamentary grant. In the church-yard is a curious pyramidal cross, decorated with fret-work and various imagery; antiquarians state that it is of Danish origin. Here are places of worship for various denominations of Dissenters,

and one belonging to the Society of Friends; a free endowed Grammar-school; Almshouses for eight widows, endowed by Mrs. Ashe; several Sunday Schools, one of which has from 1,000 to 1,500 regular attendants; and a Savings Bank. The hills in the neighbourhood abound with coal, and in many places are deeply impregnated with lead strata; from this portion of them issues a saline spring, which forms a chemical experiment by the addition of galls, which immediately turns it as black as ink. A curious phenomenon is seen in this neighbourhood at certain seasons of the year—which is, that the sun sets twice in the same evening; this is caused by the intervention of one of those remarkable hills above alluded to; for, after it has sunk, or apparently set behind the summit of the mountain, it again appears on its northern side, when it will of course at even-tide exhibit its usual disappearance below the horizon.

MARKET DRAYTON, is a small market-town and parish, partly in the hundred of Bradford-north, in the county of Salop, and partly in the hundred of Pirehill; Pop., 4,619, principally employed in the manufacture of paper, and hair-cloth for seating; An. As. Val. £16,777. Market on Wednesday; fairs, Wednesday before Palm Sunday, September 19, October 24, for horned and other cattle, horses and hempen and woollen cloth. Though now but a small township, it was formerly a British city of considerable dimensions, known under the name

of Caer Draithon. Blore-heath, two miles from here, was the scene of an obstinately contested battle between the Yorkists, under the command of the Earl of Salisbury, and the Lancastrians, under Lord Audley; the forces of the latter were nearly double those of the former, who, however, defeated them with great slaughter and in this case exhibited more than the usual talent of the commanders of those times, having gained the victory entirely by his superior generalship.

The Church, dedicated to St. Mary, is a very ancient edifice, and dates its origin from the early part of the 12th century; the living is a vicarage, in the archdeaconry of Salop, and diocese of Lichfield; K. B. £12 10s. 7d.; P. R. £130; patron, R. Corbet, Esq. In the town are places of worship for various classes of Dissenters, a free endowed Grammar-school; a School conducted on the national plan; several bequests for clothing the poor; and an apprenticeship fund.

From Birmingham. From L'pool & Manchester.

42¼ This excavation now becomes very deep, and is in some places between 50 and 60 feet below the fields. 55

About two miles more to the left or eastward, is Trentham, the magnificent seat of the Duke of Sutherland; this mansion is built on the plan of the late Buckingham-house (now the Queen's palace); the grounds are very extensive, composed of hill and valley,

From Birmingham. From L'pool & Manch'r.

and finely diversified with wood and water; the latter is abundantly supplied by the river Trent, which, in its course through the grounds, has been converted into artificial lakes. A handsome, but somewhat heavy family mausoleum, has been erected on the east side of the road, near the grounds; this seat, being situated in a valley, at the foot of four high hills, cannot be seen from the Railroad, as this part of the Line is in a deep cutting.

To the right is Maer Hall; and, a little further on, the township of Maer. The parish and township contain a population of 505, chiefly rural; An. As. Val. £2,548; living, a curacy, in the archdeaconry of Stafford, and diocese of Lichfield; C. V. £20 6s. 8d. This is an ancient place; for we read that in 705 a great battle between the Mercians and Northumbrians was here fought. An embankment of one mile in length now commences; it has one bridge over the Railroad, and two under. To the right is Hill Chorlton (pop. 135); a little further, on the left,

41½ opposite 55¾, is Shelton Farm, occupied by Mr. Dimmock; Mr. Beat's mill, and the village of Stapleford, are on the right. Chapel Chorlton (pop. 251; An. As. Val. £2,301) cannot be seen, but its site is pointed out 55¾

From Birmingham. From L'pool & Manch'r.

by the steeple of its church, which forms a conspicuous object just surmounting the hill. A little to the south-west of this village is a fine quarry, from which much of the stone for the bridges and works on this part of the line was obtained.

41¼ A little more to the westward is 56
Ashley, a parish and hamlet, in the northern division of the parish of Pirehill, county of Stafford; Pop. 825, chiefly rural; An. As. Val. £3,206. The church is dedicated to St. John the Baptist, and contains some very fine specimens of monumental sculpture: among which is a mural monument with a beautiful figure, in memory of William Kennesley, Esq., of Clough Hall, one of Chantrey's happiest efforts. We have noticed this hamlet for the purpose of directing the attention of the artist and virtuoso to the sculpture, and particularly to this work, which is well worthy of their attention. The living is a rectory, in the archdeaconry of Wilts, and diocese of Salisbury: K. B. £9 16s. 5½d.; patron, we believe, J. L. Anwill, Esq.

40½ Here, an excavation of little more 56¾
than half a mile, across which is a bridge, brings us to one of the largest embankments on the line; it is four miles in extent, and carries the Rail-

From Birmingham.		From L'pool & Manch'r.
	road across two bridges and under four.	
40½	Hatton Mill is to our left; the village from which it is named is three quarters of a mile more to the eastward.	57
38¾	To the left, 200 yards, before this, is Standon Cottage, the residence of Mrs. Lunt. Just through the bridge, on the right, is Standon, a small parish and township, bounded on the north by the river Sow. Pop. 420; An. As. Val. £4,194.	58½
36¾	To the eastward is Swinnerton Hall, the seat of T. Fitzherbert, Esq.; to the	59
37½	left is Mill Meese. The river Sow runs near the Railroad for about twelve miles, when, turning off to the eastward, it falls into the Trent. The country, from this spot, presents a fine prospect, which is well wooded.	59¾
	We now proceed for some distance without anything particularly worthy	
36½	of attention; a little past the 61 mile-post, we arrive at the end of this long embankment, which is followed by an alternate succession of ten embankments and excavations, averaging from one quarter to three-quarters of a mile in length, but not of sufficient importance to require a separate notice; the last four miles of the road passes *under* six bridges and *over* six others.	61

From Birmingham. From L'pool & Manch'r.

36 Here is Hames Farm, occupied by Mr. Robertson, and, a little past the 62½ mile-post, we arrive at the 61¼

NORTON BRIDGE STATION.

	Miles.	2nd Class.
From Liverpool & Manchester ..	62½	9s. 6d.
From Birmingham	34¾	5 0

From here Eccleshall is 2½ miles west; Stone 3, and Cheadle 14 eastward.

NORTON is a small township in the parish of Chebsey, and south division of the hundred of Pirehill; Pop. by return of 1821, 44; return of 1831, 37; An. As. Val. £1,543. This is one of the few places in which the population has decreased. (LINE *continued p.* 87.)

ECCLESHALL, a market town, parish, and township in the north division of the hundred of Pirehill, county of Stafford, pleasantly situated on one of the rivulets that flow into the river Sow; Pop. town 1,285, town and parish, 4,471, essentially agricultural. Market on Friday; fairs, Thursday before Mid Lent Thursday, Holy Thursday, Aug. 16, and first Friday in November, for cattle, sheep, and horses. An. As. Val. £23,454. The church, dedicated to the Holy Trinity, is an ancient structure, in the early English style of architecture, but principally remarkable as the place in which Queen Margaret took sanctuary when she fled from Mucklestone, after Lord Audley's disgraceful defeat by the Marquis of Salisbury. The living

is a discharged vicarage, and a peculiar of the Dean and Chapter of Lichfield; value K. B. £7 14s. 4d., P. R. £97 12s.; endowed with £1,300 by the Crown, private benefaction, and Parliamentary grant. Patron, the Bishop of Lichfield. Here is also a chapel for Independents, a Grammar-school, supported by rates, and a school on the national plan, supported by subscriptions. The castle of Eccleshall has been the principal residence of the Bishops of Lichfield and Coventry, ever since its restoration in 1695, by Bishop Lloyd.

STONE is a market town and parish in the southern division of the hundred of Pirehill, county of Stafford, on the banks of the river Trent; Pop. 7,808; An. As. Val. £31,756. Market, Tuesday; fairs, Tuesday after Mid Lent, Shrove Tuesday, Whit Wednesday, August 5, and September 25, for cattle. A vast quantity of shoes are made in this town; it has also a patent roller pump manufactory, and several mills for grinding flints: the Grand Trunk Canal has added much to the prosperity of the town. The church, dedicated to St. Michael, is a modern structure, with a low square tower, in the early English style of architecture. The altar-piece is a fine painting by Sir William Beechy—St. Michael binding Satan. The living is a curacy in the archdeaconry of Stafford and diocese of Lichfield, C. V. £4 13s. Endowed with £200 by the Crown, and £13 per annum by private benefaction. Patron, the Lord Chancellor. The reputed origin of

the town is curious. Wolferus, king of Mercia, embraced Christianity after the death of his father, but relapsed to paganism; in which religion he educated his two sons, who, however, were converted, and became disciples of St. Chad, a zealous Christian ecclesiastic, Bishop of Lichfield, (afterwards canonized), which so incensed the king that he put them to death. The Saxons, as usual, formed a *caern*, by heaping stones over the bodies of the two princes, in commemoration of the dreadful act. Wolferus, after some time, was reconverted to Christianity, when he founded a monastery to expiate his crime; and his queen, Ermilda, the mother of the murdered princes, erected a nunnery over their tomb; a town gradually arose in the neighbourhood, which, in commemoration of the event, was called *Stone*. Stone was the birth-place of the celebrated Earl St. Vincent, and his remains were interred in its church-yard.

CHEADLE is a small market town and parish in the south division of the hundred of Totmonslow, county of Stafford, pleasantly situated in a beautiful and romantic valley, surrounded by wooded hills. Pop. 4,119; An. As. Val. £1,348. Market on Friday; fairs, January 1, March 25, Holy Thursday, for horned cattle; August 18, August 24; for horses and horned cattle. Here is a large tape manufactory. From the proximity of the coal mines, the town has many manufactories of brass, copper, and tin. The church, dedicated to St. Giles, is an ancient

structure, in the decorated style of English architecture, with a square embattled tower. The living is a rectory in the archdeaconry of Stafford and diocese of Lichfield; K.B. £12 9s. 2d.; Patron, Trinity College, Cambridge. It has also a chapel of ease, (the living of which is in the gift of the rector), several places of worship for dissenters, a Roman Catholic chapel, a free school, endowed by a Mr. Stubbs, and one upon the national plan. Since the opening of the Grand Trunk Canal, the commercial importance of this town has considerably increased.

From Birmingham.		From L'pool & Manch'r.
34¾	There is nothing that can excite the	62½
	inquiry of the traveller until we arrive	
34¼	at the 63rd mile post, when the river	63
	Sow is again seen approaching the railroad, and, by its quiet, silvery, slow meandering, contrasted with the rapidity of the carriages, forcibly reminds us of the singular change which a few years have made in our powers of migration. In the landscape, however, a railroad is not so pleasing an object as the stream; and there are some who believe that for the conveyance of heavy merchandize, the question is still to be answered—will it ever be so economical a means of transport as a canal?	
33¾	To the left is the village of Shallow-	63½
	ford. Here the Sow flows under the	

From Birmingham.		From L'pool & Manch'r.
	railway (this river affords excellent sport to the angler) and accompanies the railroad in its immediate vicinity to Stratford.	
33	About 20 yards before this post is a large building, the machinery of which is set in motion by the current of the Sow; it is Mr. Milner's silk factory, which gives employment to many of the poor in the neighbourhood.	64¼
32¾	Here to the left is the village of Bridgeford, and a quarter of a mile further is the	64½

BRIDGEFORD STATION.

	Miles.	2nd Class.
From Liverpool and Manchester ..	64¼	9s. 6d.
From Birmingham.....	32½	4 6

	From the 66th mile post the railroad has a rise of 1 in 2,105; this continues for about two miles and three quarters, which will take us half a mile beyond Stafford, in proceeding to which place, we pass under four bridges and over one, through three excavations of a quarter of a mile each, or rather more, over one embankment of the same length, and another across Seighford meadows of two miles; we have, however, some objects to notice on our way.	
32½	Sandon Hall, the beautiful seat of the Earl of Harrowby, lies about five miles to the right of this post (or westward). This noble mansion is erected on the	65

site of an ancient fortified house, on the declivity of a considerable hill, from which an extensive and rich prospect is obtained. The erection is of stone, which was obtained from a quarry near the spot. In the grounds is an elegant Obelisk, erected to the memory of William Pitt. The remains of strong walls are traceable, and the moat which formerly surrounded it is still to be seen. Sampson Eardwick, the celebrated Staffordshire antiquary, was born in the ancient edifice. He died in 1603, and there is a handsome monument erected to his memory in Sandon Church. To the right is Seighford Hall, Francis Eld, Esq.; this gentleman keeps a pack of otter hounds, which occasionally have excellent sport.

The embankment is here across the Seighford meadows, in which are abundance of snipes; occasionally herons also may be found. The river Sow has for some time been on the left of the Railroad; a little further on it passes under a handsome iron bridge, with stone piers, and pursues a similar course on the right. To the left is Creswell Hall, a large white house with numerous offices; it is the residence of the Rev. T. Whitby.

On the right, about a mile and a half distant, the towers of Stafford

From Birmingham. From L'pool & Manch'r.

Castle may be plainly seen emerging from the trees. The site of this castle has been occupied as a fortalice from the time of William, who appointed Robert de Toeni (the progenitor of the present house of Stafford) governor; it was afterwards rebuilt in the time of Edward the Third, by Ralph de Stafford, and in the civil war was garrisoned by the Royalists under the Earl of Northampton, who perished in a sharp skirmish on Hopton Heath. After his death the castle was taken by the Parliamentarians, and eventually demolished. Sir William Jerningham underbuilt the walls of the ruin, to prevent their falling; since then, Sir George restored the existing portion of it (one front flanked by two round towers), about half a century since; and it now has a very imposing appearance, as seen from the Railroad.

The road still continues through these marshy fields, and, though the embankment is so slight, the engineer had considerable trouble in its completion; a vast quantity of earth having been used before a solid superstructure could be formed. At the 68¼ post is the

STAFFORD STATION.

	Miles.	1st Class.	2d Class.
From Liverpool and Manchester	68¼	14s. 0d.	10s. 0d.
From Birmingham	29	5 6	4 0

From Birmingham. From L'pool & Manch'r.

From this station Newport is twelve miles westward, Uttoxeter 14, Sandon 5, Rugeley 9, Lichfield 17, eastward. (LINE *continued p.* 98.)

STAFFORD, a borough, county and market town, and parish, in the south division of the hundred of Pirehill and county of Stafford, it is situated on the north bank of the river Sow, three miles from its junction with the Trent; Pop. 6,998, An. As. Val. £5,780. The principal trade of the town consists in making boots and shoes, tanning leather; and, to a certain extent, cutlery and cabinet work; the two former are, however, its most prominent objects of trade. Market on Saturday; fairs, Tuesday before Shrove Tuesday, April 3, May 7 and 14, for horses and cattle; Saturday before St. Peter and June 29, for wool; September 16, 17, 18, for cattle and horses; October 2, for colts; December 4, for cattle and pigs. The corporation of the town consists of a mayor, ten aldermen, ten principal burgesses, a recorder, town clerk, sergeants-at-mace, and several subordinate officers. The town sends two members to Parliament; the mayor is the returning officer. It has two churches—St. Mary's, formerly collegiate, a cruciform structure, in the early English style of architecture, with a lofty octagonal tower, and St. Chad's, a small edifice, principally in the Norman style of architecture, with a tower in the later English style. The living of St.

Mary's is a rectory, with the perpetual curacy of St. Chad's, in the archdeaconry of Stafford and diocese of Lichfield; the former not in charge, (patron, the Lord Chancellor), the latter C. V. £7 10s., P. R. £49; patron, one of the prebendaries of Lichfield Cathedral. Here are places of worship for various denominations of dissenters, and a Catholic chapel. The Grammar-school of this town is of very ancient origin; it was, however, refounded by Edward VI. in 1550, who much increased its revenues. The present income is from £350 to £400 per annum. The school is open to the sons of any person belonging to the town; the masters are in the appointment of the corporation. The charities are numerous: among others is the Institution for the Relief of Widows and Orphans of Clergymen of the County of Stafford, which is liberally supported by annual subscriptions, and has also an endowment of £2,400, South Sea Annuities. The Hospital has about £3,000 in the funds, and has a liberal list of annual contributors. Medical students, who attend this institution regularly, have the same professional advantages as those derived from the London hospitals. The Lunatic Asylum is a building on a large scale, and, with the grounds, gardens, &c., covers 30 acres. There are Almshouses for 12 aged persons. The County Hall is the finest piece of architecture in the town. The County Gaol is also a fine building; but we have not room for further details.

Stafford gives the title of Baron to the family

of Jerningham, and of Marquis to that of Gower. *(For Races, see Index.)*

NEWPORT, a market-town and parish in the hundred of Bradford, county of Salop, situated near the Roman Watling Street, on the borders of Staffordshire; Pop. 2,745, An. As. Val. £4,396. This town possesses no manufacture of importance. Malting is, however, carried on to a considerable extent; mines of coal and iron and several corn mills are in its neighbourhood, and are the basis of the little business attached to the town. The market is held on Saturday; fairs, 1st Tuesday in February, Saturday before Palm Sunday, May 28, July 27, for horned cattle, horses, and sheep; September 25, for cattle, sheep, and hogs; and December 10, for fat cattle—when the 10th falls on a Sunday, the market is held on Saturday. The church, dedicated to St. Nicholas, is in the early English style of architecture, with some little modern innovation. The living is a curacy in the archdeaconry of Salop and diocese of Lichfield, not in charge; patron, the Lord Chancellor. In the time of Henry VI. the church was made collegiate for a warden and four lay chaplains, by Thomas Draper, a rich citizen of London. There are chapels for various denominations of dissenters, and one for Roman Catholics. The corporation consists of a high and deputy steward, two bailiffs, and twenty-five burgesses. Here is a richly endowed free school, a school on the national plan, some almshouses, and a market-hall.

UTTOXETER, a market-town and parish, in the south division of the hundred of Totmonslow and county of Stafford, occupies a lofty situation near the river Dove; Pop. 4,864, An. As. Val. £24,257. Market on Wednesday, principally for corn; fairs, Tuesday before Old Candlemas, Thursday in Easter week, May 6, June 3, July 4 and 31, for horned cattle and sheep; September 1, 19, November 11, and 27, for colts and horned cattle. The town depends chiefly upon the influx of persons attending its excellent markets. It has, however, a good trade in clock-cases, malt, corn, cheese; a great many bricks are made in the neighbourhood, in which also there are a number of forges. The Grand Trunk Canal, which passes near one end of the town, very much assists the export of bricks.

The Church, dedicated to St. Mary, has been rebuilt in the Gothic style, with the exception of the ancient tower and beautiful and lofty spire, which is 150 feet high. The living is a disvicarage, in the archdeaconry of Stafford and diocese of Lichfield: K. B. £7 1s. 8d. Patrons, the dean and canons of Windsor. Here are also places of worship for various dissenters and the society of friends, a Free Grammar-school for 15 boys, a National School, supported by subscription, Almshouses for twelve poor people, and an Apprentice Fund of £60 per annum. The town has a fine stone Bridge, over the Dove, and a handsome Market Place. This was the birth-place of Admiral Gardner, who successfully opposed Horne Tooke in the representation of Westminister.

SANDON, a parish in the south divison of the hundred of Pirehill, county of Stafford. Pop. 558, chiefly rural. An. As. Val. £5,170. The Church, dedicated to All Saints, contains an elegant monument to the geologist, Sampson Eardwick, who died in 1603. The living is a dis-rectory, in the archdeaconry of Stafford and diocese of Lichfield; K. B. £7 10s. Patron, the Earl of Harrowby. The Grand Trunk Canal passes here, parallel with the *Trent*.

RUGELEY, a market-town and parish, in the east division of the hundred of Cuttlestone, county of Stafford, pleasantly situated on the main road between Stafford and Lichfield, near the south bank of the River Trent, over which the Grand Trunk Canal is carried by a noble Aqueduct. Pop. 3,165; An. As. Val. £6,383. The chief trade of the place is in iron, brass, tin-plates, hats; there are also some chemical works attached to the town, for the manufacture of white lead and verdigrise. The Grand Trunk Canal passes the town, giving it the benefit of this great inland navigation. The Church, dedicated to St. Augustine, has been rebuilt, with the exception of the tower and chancel of the ancient church, which still remain. The stone was given by the Marquis of Anglesey, who is lord of the manor. The living is a discharged vicarage, and a peculiar of the dean and chapter of Lichfield; K. B. £5 2s. It is endowed with £400 by the Crown and private benefactions. Patrons, the dean and chapter of Lichfield. Here is a Free Grammar-school, endowed by Walter Wolsley with estates

which now produce £320 per annum, in which the children of the parish may receive a classical or commercial education, at the option of their parents, an endowed School on the national plan, and Almshouses for four aged women. *(For Races see Index.)*

LICHFIELD is a city and county of itself, with separate jurisdiction, but within the northern division of the hundred of Offlow, county Stafford, pleasantly situated in the midst of a fertile valley, and surrounded by gently swelling hills, on the banks of a stream which falls into the Trent. Pop. 6,499. It is principally dependent on its local trade. Its neighbourhood, however, produces abundance of vegetables, with which it supplies the populous district which surrounds it. Its breed of cattle is also of a very superior kind, and is in great demand. The Wyrley and Essington Canal passes near the city. Markets, Tuesday and Friday. Fairs, Jan. 10, Shrove Tuesday, and Ash Wednesday, for iron, cheese, bacon, and cattle; May 12, for sheep and cattle; first Tuesday in November, for geese and cheese. Some have derived its name from the term *Lichfield*, signifying the field of the dead, upwards of a thousand Christians having perished here in the Dioclesian persecution. It is a corporate city, and received its first charter from Edward the Sixth, which was confirmed, with additional privileges, by Mary. In 1553 it was constituted a county. Queen Elizabeth and James the First ratified these charters; and, in 1664, the charter under which its corporation exists was granted by

Charles the Second; for though James the II. during his short but arbitrary career, demanded and received the surrender of its ancient charter (1686), yet, within two years afterwards, he was forced to issue a proclamation restoring its ancient privileges. The Corporation consists of two bailiffs, and twenty-four brethren, who are empowered to elect a recorder, high steward, and sheriff. The bailiffs are elected from the council, one being appointed by that body, and one by the bishop. The city sends two members to Parliament. The number of electors is about 700; the sheriff is the returning officer. The ecclesiastical officers of Lichfield Cathedral consist of a bishop, dean, precentor, chancellor, treasurer, four archdeacons, viz., Coventry, Derby, Salop, Stafford, twenty-seven prebendaries, five priests, vicars, seven lay clerks, and eight choristers. Its revenues are stated in K. B. at £559 17s. 3½d; those of the dean and chapter at £275 13s. 4d. The Cathedral, dedicated to the Virgin Mary, is a magnificent structure, in the decorated Gothic style of architecture; its western front is a most majestic specimen of the pointed order. The interior of this edifice is remarkable for its many admirable specimens of sculpture, among which are the busts of Dr. Johnson (who was born in this city), and David Garrick; but the most exquisite specimen of the perfection at which this art has arrived is the monument by Chantrey, erected to the memory of the two infant children of Mrs. Robinson; the classic elegance of the design is well worthy of the

beauty and finish of the execution. The infatuated bigots who composed the portion of the army that besieged Lichfield in the civil wars, committed the most scandalous excesses in this majestic pile, defacing its monuments and breaking the exquisite tracery which once ornamented it; the groined roof of the nave being almost the only portion of the building that escaped injury. The livings are all peculiar, in the patronage of the dean and chapter of Lichfield. St. Mary's, a dis-vicarage, K. B. £10; St. Chad's, a curacy, not in charge, P. R. £89 10s; St. Michael's, a curacy, not in charge, P. R. £91 12s. Here are also places of worship for various denominations of dissenters, and a Catholic Chapel. The charities in this city are very numerous and important, among which are a Free Grammar-school, founded by Queen Elizabeth, several schools on the national plan, a Dispensary, Almshouses, an Hospital for men and women, Newton's Charity for twenty females not under fifty years of age, and relicts or daughters of clergymen of the Establishment; an appointment to this confers a neat residence and fifty pounds per year. There are other bequests for the benefit of the poor, which amount to about £1,000 per annum. The principal buildings are the Cathedral, before mentioned, the Guildhall, Market House, and Theatre.

From Birmingham.		From L'pool & Manch'r.
29	The embankment, which commences immediately after we pass through the next bridge, is for some time very	68¼

From Birmingham. From L'pool & Manch'r.

slight, but from here to the 68¾ post is the portion of the line which gave the engineer most trouble. Many days were employed in throwing in ballast, but without any visible effect. It was ultimately made firm by placing a layer of trees, brushwood, &c. upon which ballast was placed; until it gradually sunk to a substance sufficiently solid to stop it. Upon a subsequent inspection of this foundation, it was found that the platform was bent in the form of a curve, from the pressure above acting on the spongy surface below; it is, however, now perfectly solid.

28¾ Four miles to the left is Ingestrie Hall, the seat of Earl Talbot. This venerable mansion has been in this family since the time of Edward the Third, and though it has undergone extensive alterations, still retains the style of architecture denominated Elizabethan. It is situated on the acclivity of a hill, and is surrounded by extensive and well wooded grounds; these are ornamented with noble walks, which are sometimes seen skirting the woods, and at others are lost in their deepening shades. The earldom was created in 1784, and conferred by GEORGE THE THIRD upon John Chetwynd Talbot, by the title of Earl Talbot of Ingestrie. 68¼

From Birmingham.		From L'pool & Manch'r.
28¾	Immediately to the left is Haugh House, occupied, we believe, by the Rev. — Hill. To the right is Rowley House; W. Keen, Esq. was, and we believe still is, the proprietor.	68½
28½	Just through the skew bridge, 300 yards before the 68¼ post, a singular phenomenon presented itself in the attempt to erect the embankment. Vast quantities of material disappeared at this spot, the men being employed six weeks in throwing in ballast. As it disappeared in the bog, the ground in the neighbouring field was observed to rise until, after a time, it exhibited the appearance of a huge fungus, of perhaps 200 yards circumference at the base. Perseverance did, however, overcome this difficulty, and I believe the bed of the Railroad is here as firm as any portion of the line, although the workmen almost despaired of it; frequently, in the progress of the work, having finished an apparently firm and straight embankment at night, which in the morning had either totally disappeared or materially sunk.	68¼
28½	Here the rise of the Railroad is much increased, it being for the next mile and a half 1 in 656, thence continually ascending (with the exception of two short levels) until the steep is increased to 1 in 330, which continues to the 84th	68¼

From Birmingham.		From L'pool & Manch'r.
	mile, a little beyond Wolverhampton. The traveller will find a decided alteration in the speed of the carriages when he arrives at the 76th mile post, which will not be increased until he passes through the tunnel, just before the 83½ post beyond the Wolverhampton station. The ground at the 83½ mile post is the highest on the line, it being 440 feet above low water mark at Liverpool, 50 above the high ground at Whitmore, 80 above the railway station at Birmingham, and 380 above the lowest ground on the line, which is at the post marked 17½ miles from Liverpool, just where the Sankey Canal turns off towards RUNCORN GAP, the rails there being barely 50 feet above low water mark.	
28½	The embankment we are now on extends for one mile and a half, and passes under two bridges; it is succeeded by a slight excavation of a quarter of a mile, over which are two more bridges: this brings us to the commencement of another embankment,	68¾
27½	opposite the 70th post. The village of Rickersford is to the left.	70
26¾	About four miles to the left, or eastward, is Shugborough Park, the elegant seat of the late Lord Viscount Anson, now the Earl of Lichfield. The name of Anson is intimately associated with	70½

From Birmingham		From L'pool & Manch'r.
	the naval glory of England; and as the birth place of that great commander and navigator, this spot receives an interest independent of that which it commands as an object of taste. This splendid mansion was considerably enlarged and ornamented some few years since; the grounds and surrounding scenery, however, attract the principal attention of the visitor—there nature and art combine to captivate the senses. The Trent and the Sow flow through grounds upon which science has exhausted her power in rendering beautiful; the Gothic architecture of the darker ages of superstition—that of the tawdry Chinese, and the classic temples of Greece; each has its specimen here—an appropriate arena for a contest of the arts. In 1761, Lord Anson brought the late Queen Charlotte (wife of George III.) to England; this was his last act in the public service.	
26¼	Here is a very extensive prospect of this beautiful county, studded with the seats of nobility and gentry. The Vale of Shugborough detains the eye as it wanders across a country abounding with every variety of beauty; the silver Trent and meandering Sow, water this fertile valley, and the Acton hills, rising in calm majesty, at a distance of many	70¾

From Birmingham. From L'pool & Manch'r.

miles, bound the view. Two hundred yards further on we enter an excavation of a mile and a half in length, averaging from 10 to 15 feet in depth; over this are three handsome bridges. On emerging from thence upon what

25¾ I shall call the Dunston embankment, 71¼
as the township of Dunston lies a little to the left, we have an extensive prospect; Cannock Chace being in the extreme distance, and in the intermediate space Teddesley Hall, the seat of Lord Hatherton; it is reputed to have as many windows as there are days in the year.

DUNSTON is a township and chapelry in the parish of Penkridge, county of Stafford. Pop. 272; An. As. Val. £1,624. The chapel, dedicated to St. Leonard, is a perpetual curacy within the jurisdiction of the peculiar Court of Penkridge; the living is endowed with £1,200 by the Crown, and is in the patronage of Lord Hatherton. Our principal object in referring to this village is, however, to mention, that in a field, close by the chapel, there is an extraordinary echo, which returns seven or eight syllables distinctly.

25 The Dunston Embankment is but 72¼
three quarters of a mile in length; passing across this, and through an excavation of one mile long (over which

From Birmingham.		From L'pool & Manch'r.
	is a single bridge), we arrive at the great Penkridge Embankment, which is upwards of a mile in length, and, for a considerable distance, from 30 to 40 feet above the surrounding fields. From this elevation a varied prospect is	
24	obtained; opposite this post (73¼), and just at the foot of Cannock Chase, Old Teddesley Hall may be distinctly seen. Looking forward, the town of Penkridge has a picturesque appearance, lying far below the carriages; the steeple of its church appearing at the distance scarcely to rise above them. Here, we arrive at the	73¼

PENKRIDGE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester....	73½	11s. 0d.
From Birmingham	23¾	3 6

From this station Cannock is 5 miles to the eastward. (LINE *continued p.*105.)

PENKRIDGE is a market-town, parish, and township in the hundred of Cuttlestone, county of Stafford, situated on the river Penk; Pop. 2,991. It had a market, which is now discontinued; its fairs are, April 30, for cattle and first Monday in September, for saddle horses and colts, which is allowed to be one of the best in England. It has also a considerable trade in iron. The parish church, dedicated to St. Michael, is a large Gothic structure, with a square tower; the living is a curacy, and a

peculiar in the diocese of Lichfield: C. V. £24; patron, Lord Hatherton; perpetual curate, Rev. Joseph Salt, whose residence is on the west side of the Railroad, from which access to the church is obtained by means of a small tunnel which passes under it. Here is a school in which 200 children are educated on the Madras system, the whole expense of which is defrayed by Lord Hatherton; there is also an endowed school for twelve boys and eight girls.

CANNOCK, a parish and township in the east division of the hundred of Cuttlestone; Pop. 3,116; An. As. Val. £4,167. The church, dedicated to St. Luke, is a Gothic structure; the living is a curacy, and a peculiar of the Dean and Chapter of Lichfield, not in charge; P. R. £100; patron, the Dean and Chapter of Lichfield. In the neighbourhood is the celebrated Cannock Chace, formerly a forest, on which are herds of wild deer, and immense quantities of game, the property of the Marquis of Anglesey.

From Birmingham.		From L'pool & Manch'r.
23¾	About 50 yards past this station, is the 73¼ mile-post; to the right hand is the Race-course *(Races, see Index)*; a little further on, the Railway is borne across the river Penk, and a portion of the valley, by a viaduct of seven arches, each 30 feet span, and 37 feet high from the level of the river: there are three bridges in this embankment. To	73¼
23½	the left is Penkridge; to the right is a	73¾

From Birmingham.		From L'pool & Manch'r.
	house of considerable size, with an Italian roof; it is the residence of the Rev. J. Salt, incumbent of Penkridge Church.	
23	The embankment extends to within 100 yards of the 74¼ mile-post. Here, to the left, is a red house, surrounded by a brick wall; it is the residence of Mr. Hazeldine.	74¼
	The excavation we now enter is of considerable depth; it is about three-quarters of a mile in length, and is crossed by three bridges. To the right is a large tank to supply the engines with water, should occasion require: it is not a station. The reader will have observed the admirable apparatus with which the watering *Stations* are supplied; the pumps which are not at stations, are to supply the engines on emergencies, such as the water failing at a station, or loss on the road.	
22¼	A little past this post, the turnpike road runs parallel with the Railway for three-quarters of a mile: our readers will observe that a large earth-work conceals it from view, though an occasional glimpse of the top of a carriage or cart may be obtained.	75
21¾	An embankment half a mile in length, brings us to the SPREAD EAGLE Excavation, which is from 10 to 15 feet deep, nearly two miles long, and	75¼

From Birmingham. From L'pool & Manch'r.

is crossed by five bridges. Shortly after entering it, we arrive at the

SPREAD EAGLE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester ..	67	. 11s. 6d.
From Birmingham	21¼	. 8 0

21¼ 76

20 From here there is nothing to interest the reader, until we arrive at the 77¼ post, when we enter on the Standeford Embankment, the longest on the line; it is, indeed, an extraordinary work. In many places it is from thirty to five and thirty feet above the level of the fields; it is six miles in length, and carries the Railway over thirteen bridges, and under two: 77¼

THE FOUR ASHES STATION

is a quarter of a mile from its commencement.

	Miles.	2nd Class.
From Liverpool and Manchester..	77¼	- 11s. 6d.
From Birmingham.....	19¾	- 8 0

This station takes its name from a small hostelrie, situated on the Liverpool road, about three hundred yards from the Railway, and which has probably administered to the comforts of our forefathers for a century or two, at the sign of the FOUR ASHES. From this station Brewood is two miles to the westward.

From Birmingham. From L'pool & Manch'r.

BREWOOD, a small market town and parish, in the hundred of Cuttlestone, county of Stafford, pleasantly situated on the banks of the river Penk. Pop. 3,799; An. As. Val. £16,428. The principal trade is in malt. It had formerly a market, which has been discontinued. Fair, September 19, for horses and cattle. The church, dedicated to St. Mary, is a spacious and handsome edifice. The living is a disvicarage, in the archdeaconry of Stafford and diocese of Lichfield; K. B. £6 7s. 8d.; patron, the dean of Lichfield. Here is an excellent free school.

19½ Somerford Hall, the seat of the Honourable E. Monkton, is to the right. 77¾

19¼ The village of Standeford is a little further on. It is not mentioned in the population returns. Still more to the westward, about three miles distant, is Chillington Hall, the seat of T. W. Giffard, Esq., one of the few "fine old English gentlemen" that are to be met with in *modern times*. The hall is surrounded by magnificent grounds, in which is a large artificial lake. To Mr. Giffard, Wolverhampton is indebted for the flourishing state of its races, and the consequent advantages to the town. To the left is Apsley Hall, now a farm house, occupied by Mr. Lovatt. From this high embankment an extensive 78

From Birmingham.		From L'pool & Manch'r.
	view of the country is obtained. To the eastward the country is bounded, at several miles distant, by the high lands of Staffordshire; the intermediate country is like a vast garden, and presents the most happy combinations of wood and verdure. On the right, or westward, the prospect is equally striking, though more confined. The country is dotted with farm houses and villas, and the hills, rising in gentle undulations, complete a scene upon	
19	which the eye loves to dwell. Here is another beautiful view to the westward, which could not be seen from the former site.	78¾
18¾	The London road is now on the right, and, for near four miles, runs parallel with the Railway. We here cross the Stafford and Worcestershire Canal, by means of a handsome cast-iron bridge. The village of Slade Heath is close to the right. This long embankment is here interrupted by a short excavation of about three hundred yards.	78½
17½	Opposite here, on the left, is a large house, embosomed in trees; it is Moseley Hall.	80
17	Near to this post, on the right, is Mr. Chamberlain's mill; the mill-head is supplied by a small stream that flows	80¼
16½	under the embankment. To the right is the village of Ford-houses. To the left	80¾

From Birmingham. From L'pool & Manch'r.

is a small red house; it is the parish school of the hamlet of Bushbury, which is in a valley about a mile more to the south-east: the church may be plainly seen.

15½ One hundred and fifty yards before we arrive at the 81¾ post, is Low Hill, the seat of Mr. Pountney; it is a large white house, pleasantly situated on the acclivity of a considerable eminence, backed by a thick wood, and has a commanding view of the county to the westward. 81¾

Opposite here, to the westward, is Oxley Hall, the birthplace of the late Mr. Huskisson; and, a little further on, to the left, is a neat villa, occupied by Mr. Minnocks, surgeon; at the end of his grounds, towards the south, is a dilapidated building; lest any antiquarian should be tempted to form a speculation thereon, we had better inform our readers, that it was formerly devoted to the very useful purpose of grinding corn, though now it is very nigh useless.

From here the town of WOLVERHAMPTON may be seen to great advantage; it appears what it is, a place of bustle, and full of commercial spirit. A quarter of a mile further we arrive at the

From Birmingham. From L'pool & Manch'r.

WOLVERHAMPTON STATION.

	Miles.	1st Class.	2nd Class.
From L'pool & Manch'r	83¼	19s. 0d.	13s. 0d.
From Birmingham....	14	3 0	2 6

From this Station Wolverhampton is one mile, Shiffnall 14, and Bridgenorth 14 to the westward. (LINE *continued* p. 116.)

WOLVERHAMPTON, a market-town, borough, and parish, in the north division of the hundred of Seisdon, county of Stafford. Pop. of parish 48,080, town 24,732; An. As. Val. £32,967. Market, Wednesday: fair, July 10, for cattle, and two following days for all kinds of goods. In this town there are four churches—St. Mary's and St. Peter's, formerly collegiate, is a spacious cruciform structure, with a handsome tower rising from the centre. The font in this church is of great antiquity, and is most elaborately carved with figures, basses, flowers, and foliage. In the chancel are many curious and ancient monuments. In the church-yard is a column, twenty feet high, (supposed to be of Danish origin,) on which is a profusion of rude sculpture. The living of St. Mary and St. Peter is a perpetual curacy (not in charge,) in the archdeaconry of Stafford and diocese of Lichfield; P. R. £130; patron, the dean of Windsor. St. John's is a handsome edifice, in the Grecian style of architecture, with the absurd addition of a tower and lofty spire; the interior is pleasingly arranged, and the altar is ornamented by a painting of the Descent from the Cross, by

Barney, a native of the town. The living is a perpetual curacy in the same diocese, &c. &c. as St. Mary's and St. Peter's (not in charge): P. R. £69; patron, the Earl of Stamford and Warrington. St. George's is a handsome structure, completed in 1827, under the Acts of Parliament for building new churches. St. Paul's is a perpetual curacy, and was erected at the expense of the present incumbent, who, with Mr. Dalton, is joint patron of the living. Here are also places of worship for a variety of denominations of Dissenters, for the Society of Friends, and for Roman Catholics.

Here is a Free Grammar-school, founded and endowed by Sir Steven Jenyns, Knt., a native of the town, and Mayor of London, Anno Domini 1508. It is liberally endowed to the amount of £1,200 ℔ annum, and has from between 140 to 160 boys on its foundation. Among the eminent men educated in this school, are the late Mr. Abernethy, the very eccentric but talented surgeon; and William Congreve, the eminent engineer, who invented that most destructive missile the Congreve Rocket. Here is also a Blue-coat School, for the education of 36 boys, and 30 girls. Wolverhampton was created a borough by the Reform Bill, and now sends two members to Parliament; the High Constable is the returning officer. This town has a very large and important trade, particularly in every branch of ironmongery, tools, brass, and japanned wares, all of which are here brought to the greatest perfection. It has the

benefit of a large and very regular inland navigation by means of the Stafford and Worcester, and the Wyrley and Essington Canals. The town contains a Theatre, Subscription Library, and Assembly and Concert Room, and a Dispensary. We must not entirely overlook the early history of this important town. In 996, a college was here founded by Wulfruna, sister of King Edgar, and widow of Aldhelem, Duke of Northampton; previous to this the place had been called Hampton, but in honour of this act of liberality the name was changed to Wulfrunas-hampton, and after a series of years, to the present cognomen, Wolverhampton. Nor must we entirely lose sight of the part it took in the Civil Wars: it early declared for the King, in 1645. It became the head-quarters of Prince Rupert, and was visited by King Charles in his retreat after the disastrous battle of Naseby, immediately after which it succumbed to the overwhelming power of Parliament. *(Races, see Index.)*

SHIFFNAL, a market-town and parish in the hundred of Brimshey, county of Salop, situated in a country abounding with coal and iron ore. Pop. 4,779; An. As. Val. £20,662. Market on Friday; fairs, first Monday in April, August 5, for horned cattle, horses, sheep, and pigs; November 22, for the same. Its chief manufacture is of paper; it however, depends principally upon its situation and the custom of the gentry and farmers in its neighbourhood. The church, dedicated to St. Andrew, is an

ancient edifice; the living is a vicarage, in the archdeaconry of Salop and diocese of Lichfield; K. B. £15 6s. 8d., patron, George Brook, Esq. Here is a free school, some bequests for the benefit of the poor, and a savings bank; the Baptists, Independents, and Methodists have chapels in the town.

BRIDGENORTH is a borough and market-town, in the hundred of Slotterden and county of Salop. It is delightfully situated on both banks of the river Severn. Pop. 5,065, chiefly employed in the manufacture of cloth, stockings, carpet-making, and iron-melting, and steel tools; it has, however, a large business connected with the navigation of the Severn, to which it forms a sort of depot. Markets on Saturday; fairs, Thursday before Shrove-tide; May 1; June 30; August 2; and October 29, for horned cattle, horses, sheep, wool, linen, yarn, butter, and cheese. There are two churches in the town; one, dedicated to St. Leonard, is a curacy, not in charge, and exempt from visitation; P. R. £83. The other, dedicated to St. Mary, is also a curacy; under the same circumstances as the former; the livings are in the gift of Thomas Whitmore, Esq., of Apley Park. The town has places of worship for various classes of Dissenters, a Free Grammar-school for the sons of burgesses, and Almshouses for widows. The government of the town is vested in 2 Bailiffs, a Recorder, a Deputy Recorder, 24 Aldermen, 48 Common Councilmen, 2 Bridge Masters, a Town-clerk, 2 Serjeants-at-mace, and various

subordinate officers. It has sent members to Parliament since the time of Edward the First, and the Reform Bill confirmed the privilege; the electors are about 700 in number, and return two representatives; the Bailiff is the returning officer. Bridgenorth is divided into the upper and lower town; the higher town is built on a hill, which rises upwards of a hundred feet from the level of the Severn, and commands extensive and delightful prospects; many of the houses are founded on the rock, and have their cellars excavated therein; from this portion of the town to the bridge, there is a curious walk, hewn out of the rock, the descent by which is, however, rendered easy and safe by steps formed of pebbles, and secured by a frame-work of iron. Bridgenorth is said to owe its origin to Ethelfleda, the heroic daughter of Alfred the Great. It was fortified in the time of Henry I., and became forfeited by its opposition to the Crown. In the time of the second Henry, it is memorable for an heroic act of self-devotion on the part of Sir Robert Sinclair, who intercepted an arrow aimed at the King, by interposing his own body. During the wars of the King and the Parliament (1646), it suffered severely; for, being taken by the forces of the latter, the Royalists, with that recklessness, wantonness, and cruelty which they so often exhibited,—set fire to the town, by which it was for the most part destroyed. The town had formerly a castle, in which the Royalists stood a siege for three weeks after the town was taken: nothing now remains of it but a portion of the tower.

From Birmingham.		From L'pool & Manch'r.
14	The Allbrighton hounds did, and we believe do, hunt this country; but as the kennel is at Aqualate Hall (Sir John F. Boughey's), Stafford is the best place to send a horse to, if you wish to meet them. Thus the railroad enables you, for a few shillings, to send your hunter fresh to a meeting, 60 or 70 miles off, in a few hours.	83¼
	Two hundred yards after leaving this station we pass into the tunnel; it is about 200 hundred yards in length: the Wyrley and Essington Canal passes over it. Emerging from this cavernous looking passage, we enter the Wednesfield Cutting. This is very near a mile in length, and in some places from 15 to 20 feet deep; it is crossed by one	
13¾	bridge. A short distance from the tunnel, a coal vein was cut through, and the coals have been used as ballast for the railway. A curious sight will it be for a person from London, when he is aware that within a ride of five hours this ballast would procure, perhaps, 30 or 40s. per ton.	83
13¼	At the 84th mile post, the line is level for about half a mile, and then commences a descent which carries us into Birmingham, the inclination varying from 1 in 330 to 1 in 532.	84
13	We now pass over an embankment three-quarters of a mile in length, crossed by one bridge, which is suc-	84¼

From Birmingham. From L'pool & Manch'r.

ceeded by an excavation and an embankment of a quarter of a mile each. We then enter the great Willenhall cutting, which is, in many places, from 28 to 30 feet deep. This ground is crossed by six bridges, and the Railway passes over two. We must not, however, too far anticipate our journey.

11¾ About 200 yards before we arrive 85¼
at this post, is Mr. Nevill's works and residence, and opposite to them, to the right, is a machine for grinding heavy instruments, moved by steam power. Further, on the left, is Mr. Carpenter's manufactory for patent locks, &c. &c. A little past the post, on the left, is the hamlet of Willenhall, and just past it, the

WILLENHALL STATION.

	Miles.	2nd Class.
From Liverpool and Manchester....	85¼	- 13s. 0d.
From Birmingham.....	11¾	- 2 0

From this station Bilston is one mile and a half to the westward. (LINE *continued p.* 119.

WILLENHALL, is a parish and chapelry in the south division of the hundred of Offlow. Pop. 5,834; An. As. Val. £5,508. It is said this place derives its name from the Saxon *Winchala,* a word signifying victory; this being the spot on which Edward the Elder defeated the Danes in a great battle. This place has been celebrated for the manufacture of iron ever since the time of Elizabeth, and it is still so for the

making of locks, files, currycombs, gridirons, and every description of hardware for exportation. It has the advantage of inland carriage, by means of the Wyrley and Essington canal, which passes near it. The Church is dedicated to St. Giles; the living is a curacy in the archdeaconry of Stafford, and diocese of Lichfield; patron, the lord of the manor. The neighbourhood contains immense collieries and ironstone mines.

BILSTON. A township and chapelry, in the parish of Wolverhampton, north division of the hundred of Seisdon, county of Stafford, one of the most extensive villages in England, situated a short distance from the north bank of the Birmingham Canal. Pop. 14,492; An. As. Val. £15,634. The town is situated on a rising ground, in the centre of a district abounding with rich mines of coal, firestone, clay; with numerous steam-engines, forges, furnaces, &c., which give it the appearance of a vast forge by day, and a perfect pandemonium by night. With such a basis for its trade, the reader will not wonder at the population. Its extensive water carriage affords every facility of transport, which advantage the enterprising proprietors of the various works avail themselves of to the utmost extent. The town is celebrated for the manufacture of all sorts of iron, tin, enamelled and japanned ware, steam-engines, machinery, and, indeed, every article of the iron trade. The Chapel is dedicated to St. Leonard; the living is a perpetual curacy, within the jurisdiction of the Dean of Wolverhampton. It is

endowed with £400 from the Crown, and the same amount from private benefaction. The presentation is in the gift of the householders of the parish, both male and female having a right to vote. In 1829 a Church was erected here, dedicated to St. Mary. Part of the expense was defrayed by the Parliamentary Commissioners. There are places of worship for several classes of Dissenters, and a Blue Coat School for six boys. Near here a fire has been burning in the earth for upwards of fifty years; it arises from a stratum of coal, 30 feet deep, and 4 thick, and it arose from the main strata having been cut from under it, which admits the air, and thus feeds the fire, which has defied every attempt which has been made to extinguish it.

From Birmingham.		From L'pool & Manch'r.
11¼	There is nothing worthy of note until we have cleared this cutting. At the 86th post to the right we then have a view of the coal-pits, for which this part of the country is celebrious. The steam engine may be seen. To the left is Bentley Hall, in which King Charles the First was for some time concealed after the battle of Worcester. The red brick building, a little further on, is Bentley Farm, Mr. Foster.	86
10¾	An embankment of half a mile, on which is one bridge, brings us to the Darlaston cutting, which is crossed by an aqueduct, supported by two arches and two bridges. This cutting is three quarters of a mile long, and from 10 to	86¼

From Birmingham. From L'pool & Manch'r.

15 feet deep. Darlaston Church is a conspicuous object, and may be here seen, on the right, to the south-west; and a 150 yards further is

JAMES'S BRIDGE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	87¼	13s. 6d.
From Birmingham	10	1 6

From this station Darlaston is three quarters of a mile to the westward.

DARLASTON. A parish in the south division of the hundred of Offlow, pleasantly situated on the banks of the Trent. Pop. 6,647; An. As. Val. £4,213. The Church, which is a brick building, is dedicated to St. Lawrence; K. B. £3 11s. 5½d. The living is a rectory, in the archdeaconry of Stafford, and diocese of Lichfield. Patron, the Society for the Purchase of Advowsons. There are places of worship for various classes of Dissenters, and a National School, supported by subscription, in which upwards of 150 boys and 80 girls are educated. The neighbourhood abounds with coal and iron; the principal manufacture of the town is gun-locks, nails, hinges, and a variety of hardware. Near the town are the ruins of a castle built by Wolferus, King of Mercia, who sacrificed his sons for becoming disciples of the Christian bishop, St. Chad. The ruins bear evidence of a very strong fortification.

From Birmingham.		From L'pool and Manch'r.
10	This embankment is crossed by two bridges, and carries the Railroad over one; at the (87¼ post), the hamlet of Wednesbury may be seen to the south-west. At the post the road passes over the above-mentioned bridge, which is constructed of cast iron, and has two	87¼
9½	arches. At this post we enter a small cutting; to the right is a house; it is Bescot Hall, occupied by Mr. Marshall; and at 170 yards past the 88th post is	87¾

BESCOT BRIDGE STATION.

	Miles.	2nd Class.
From Liverpool and Manchester ..	88	- 13s. 6d.
From Birmingham.....	9¼	- 1 6

From this station Wednesbury is 1, and Dudley 5½ to the westward, and Walsall 1 mile to the eastward. (LINE *continued p.* 127).

WEDNESBURY is a market town and parish, in the south division of the hundred of Offlow, county of Stafford, situated near the river Tame. This place was called Weadesbury by the Saxons, from its having been a forest, in which was a temple to their god WODEN. In 916 it was strongly fortified by Ethelfleda, who, it is probable, also built the castle which formerly stood here. Pop. 1,437; An. As. Val. £7,614. Market on Friday; fairs, May 6, Aug. 3, for cattle. The principal trade of the town consists in the manufacture of gun-locks, horse shoes, ironmongery, screws, nails, gas fittings, agricultural instruments, iron axletrees, stirrups, bits, &c. &c. In the vicinity of the town are

collieries, yielding a superior species of coal, which is principally used for forges, for which it is admirably adapted, from the intense heat it supplies. Here also is found that peculiar ore called blond metal, used principally for the manufacture of axes, and other heavy instruments which require sharpness. The Birmingham canal passes near and gives it the advantage of an extensive water communication. The church, dedicated to St. Bartholomew, is an elegant structure, principally in the later style of English architecture; it has a handsome tower, with a lofty spire, and, in the interior, has some very ancient monuments, and singular wooden seats. It is situated on a hill, and commands an extensive prospect. The living is a dis-vicarage, in the archdeaconry of Stafford, and diocese of Lichfield. K. B. £4 3s. 4d., in the patronage of the Crown. Here are also chapels for Methodists and Independents, Almshouses, and a Lancasterian school, supported by voluntary subscriptions. The brutal amusement of bull-baiting is here carried on, in defiance of all authority. The passion of the people of Wednesbury for their bulls appears only second to that of the ancient inhabitants of Congleton for their bears.

DUDLEY, a market-town, parish, and borough, in the lower division of the hundred of Halfshire, county of Worcester. Pop. 23,043; An. As. Val. £20,833. Market on Saturday, fairs, May 8, for cattle, cheese, and wool; August 5, for lambs, and October 2, for horses, cattle, cheese, and wool. This place derives its name

from Dudo, a Saxon prince, to whom it belonged at the time of the Heptarchy. This prince built a castle here, in the year 700, which, during the war between Stephen and the Empress Matilda (1139), was garrisoned in her favour by Gervase Paganell. It was, however, demolished in the reign of Henry II. and re-built in the reign of Henry III. In 1644, it stood a siege by the Parliamentary forces, against which it was successfully defended by Colonel Beaumont. In the siege it was very much injured, but was never repaired; a fire occured in 1750, which completed its demolition. The remains are interesting to the stranger; they are surrounded by woods, through which are excellent walks, affording a variety of views of these most picturesque ruins. Under the hill on which the castle stands are vast subterranean caverns, hewn in the solid limestone, this having been, for years, a most excellent quarry, of no slight pecuniary importance to its noble owner. Strangers have access to these caverns; but we recommend them to employ a guide, or they may take an unexpected cold bath, by finding themselves immersed in a canal, which, for the transit of the stone, has been led into these gloomy regions, and communicates with the Birmingham and Dudley Canal. In these quarries are several chalybeate springs, and the fossil called the "Dudley Locust," not now particularly valued, as it is found here in *great numbers* and variety of size. It is supposed to be a petrifaction of an extinct species of *Trilobite.* From the castle is an ex-

tensive prospect, in which the remains of a monastery, formerly occupied by Cluniac monks, and erected in the year 1161, by the aforesaid Gervase Paganell, and the spire of St. Thomas's Church, form interesting objects. A handsome building in the immediate neighbourhood of the monastic ruins, is called the Priory. It is the residence of Baron Ward's mining agent. In this district are extensive colleries, and iron and limestone mines. The country around is very beautiful; and a short distance, at Hales Own, is "The Leasowes," the elegant seat of the poet Shenstone. The manufacture of nails, chains, chain-cables, every description of hardware, and glass, form the staple trade of the town. Here are two Churches: the one dedicated to St. Thomas was rebuilt in 1819, in the later style of English architecture, with a lofty spire, at an expense of £23,000. Of this sum £7,600 was collected by subscription, including the munificent gift of the Earl of Dudley, viz., £2,000; the rest was raised by a rate. The living is a vicarage, in the archdeaconry and diocese of Worcester; K. B. £7 18s. 6½d.; patron, the Earl of Dudley. The Church of St. Edmund's is used as a chapel of ease to St. Thomas's, the parishes having been united. There are chapels for various denominations of Dissenters, and for the Society of Friends. This borough had the privilege of sending two members to parliament in the reign of Edward. The inhabitants, at a subsequent time, it does not appear for what cause, petitioned for the abolition of the privilege,

which petition was granted, and they remained unrepresented until the Reform Bill gave them the right of returning one member. The electors are householders of from £10 upwards; of these there are about 800. The returning officer is appointed by the Sheriff of the county.

Dudley possesses many charitable institutions, among which are three endowed charity schools; one for clothing and educating 50 boys, one for clothing and educating 40 girls, and the Blue Coat School, which is, we believe, under the management of the Unitarians. Here is also a Free Grammar-school, endowed to the amount of between £300 and £400 per annum. The celebrated James Baxter lived here for some time. Dudley conferred the title of Earl on the family of Ward; but the Earldom became extinct at the death of the late possessor.

WALSALL is a market town, parish, and borough, in the south division of the hundred of Offlow, county of Stafford. Pop. 15,066; An. As. Val. £6,692. Markets on Tuesday; fairs, Feb. 24, Whit Tuesday, and Tuesday before Michaelmas Day, chiefly for horses, cattle, and cheese. The derivation of the name is evidently from the word *Waleshall* and *Walshale*, from its situation having been near a Druidical forest, in which the Saxons afterwards erected a temple to WODEN. Queen Elizabeth visited the town of "*Walshale*," as did Henrietta Maria, Queen of Charles the First. The former, however, visited as a patron; the latter to await the event of the first battle between the people and their sovereign—the former on the 13th day of June,

a harbinger of prosperity, anticipating summer; the other on the 23d of October, a harbinger of devastation, and war, and civil disunion. The principal trade of this town is the manufacture of saddles, iron-mongery, buckles, every description of hardware, plated ware, and a variety of small chain. Limestone is found in great abundance in its vicinity, and a considerable trade is carried on in malt. The old Birmingham, and the Wyrley and Essington Canals, confer on this town an abundant water conveyance to all parts of the country.

This borough returns one member to Parliament. This privilege was conferred by the Reform Bill. The electors are householders, of £10 per annum and upwards. There are about 800. The mayor is the returning officer.

The Corporation consists of a mayor, recorder, 24 burgesses, town clerk, 2 sergeants-at-mace, and subordinate officers. There are two Churches in the town. That dedicated to St. Matthew was an ancient cruciform structure. In 1821 it was taken down, with the exception of the tower and chancel, and rebuilt at an expense of £20,000. It is now in the later style of English architecture. The living is a vicarage, in the archdeaconry of Stafford, and diocese of Lichfield; K. B. £10 19s. 7d.; patron, the Earl of Bradford. That of St. Paul's is in the Grecian style of architecture, and was erected by the Governors of the Free Grammar-school, who obtained an Act of Parliament to allow them to devote a portion of their funds to this purpose; patrons, the Governors of the Free Grammar-

school. There are chapels for various denominations of Dissenters. Walsall has more than an ordinary share of charitable institutions, but our limits have been already so far trespassed on, that we can only particularise a few. The Free Grammar-school, richly endowed, an English School supported from the same funds, a Blue Coat School, several Sunday Schools, Almshouses, and very numerous benefactions.

From Birmingham.		From L'pool & Manch'r.
9	The buildings with a high chimney are Mr. Elwell's iron-plate works, called we belive, Wednesbury Forge. Walsall can be seen to the left, a little to the south-east. The embankment on which we are now travelling is one mile and a half in length; it is crossed by two bridges, and carries the rails over	88¼
8¾	one. At this place we enter the Tame Hill Cutting, which is in some places upwards of twenty feet below the level of the fields: in this one bridge crosses the line.	89¼
7¼	One hundred and fifty yards further, on the right, is Charley Mount, the residence of Mr. Holford. The river Tame runs for some distance parallel with the line, and in its graceful evolutions twice passes under this embankment, which is one mile in length. In this river is a great abundance of fish; they may be taken by fly or bottom fishing. The Railway is carried across the Tame by two bridges, each of five	90

From Birmingham. From L'pool & Manch'r.

arches, and it passes under one bridge and over another near the 90¾ post, and here is the

NEWTON ROAD STATION.

	Miles.	2nd Class.
From Liverpool and Manchester.	90¾	14s. 0d.
From Birmingham..	6½	1 0

From this station Westbromwich is 2 miles to the westward.

WESTBROMWICH is a parish in the southern division of the hundred of Offlow, county of Stafford. Pop. 15,327; An. As. Val. £13,245. The inhabitants are principally employed in the manufacture of iron and hardware. The parish is crossed by the Birmingham Canal and the river Tame, and it contains mines of coal and iron-stone, which employ a large proportion of its population. The Church, dedicated to St. Clement, is endowed by the Crown with £200, and by a parliamentary grant with £2,800. The living is a perpetual curacy in the archdeaconry of Stafford and Diocese of Lichfield; C. V. £22; patron, the Earl of Dartmouth.

6½ Opposite here, to the south-west, is Sandwell Hall and Park, the beautiful seat of the Earl of Dartmouth. The mansion is an elegant erection, and is situated in a romantic valley, with a noble lawn, tastefully laid out in front, and backed by deep woods. 91

From Birmingham.		From L'pool & Manch'r.
5¼	We are now fast approaching the Newton Hill Cutting; it is the deepest on the line, being upwards of 70 feet below the level of the fields, and half a mile in length.	92
5¼	Here to the right is Hampstead Hall, the residence of James Moilliet, Esq. The grounds are beautifully laid out, and present as great a variety of scenery as such a space could produce: the woods are rich, and the grounds formed in easy undulations. A little further on is a white cottage, we believe, Claremont Villa.	92
5	At this post the embankment over which we have been travelling for the last half-mile ends We now pass two excavations and embankments, over which are two bridges; and under them one, or two arches; these bring us to Perry Bar Station; but ere we arrive there we must notice that the grounds of Perry Hall, the seat of John Gough,	92¼
4¼	Esq., are to our left, near the 93rd post, that the white house to the right is the residence of Mr. Rawlins, of Birmingham,—the red brick building a little further on, is Lea Hall, occupied by W. Spencer, Esq., and that a little more to the westward is SOHO, the extensive manufactory of the late Messrs. Boulton and Watt, and the mansion and grounds of the late M. Robinson Boulton, Esq.	93

From Birmingham. From L'pool & Manch'r.

FERRY BAR STATION.

	Miles.	2nd Class.
From Liverpool and Manchester	94 -	14s. 0d.
From Birmingham	3¼ -	1 0

From this station Handsworth is one mile to the westward.

HANDSWORTH is a parish in the south division of the hundred of Offlow, county of Stafford, 2¼ miles from Birmingham, and pleasantly situated on the banks of the river Tame. Pop., with Soho, 4,944; An. As. Val. £16,874. The principal trade of the parish is in Birmingham wares, steam engines, and other iron-work. Here is the extensive manufactory of the late Messrs. Boulton and Watt, which is perhaps one of the handsomest buildings of the kind in England. The church, dedicated to St. Mary the Virgin, is an ancient Gothic structure, with a tower rising from the centre. It a few years since received an addition of 450 sittings, of which 250 are free; the Parliamentary Commissioners contributed £500 to this enlargement. In the Church are two elegant monuments, from the chisel of Chantrey, to the memory of Mr. Boulton and Mr. Watt, (the latter is in a sitting posture), whose fame rests not on sculptured monuments, but in the usefulness of their lives, and in the benefits their intellectual ardour has conferred upon mankind. As long as science is

From Birmingham. From L'pool & Manch'r.

dear, as long as the steam-engine exhibits its gigantic powers to an admiring world, so long will their names be in the mouths and minds of mankind. The living is a rectory, in the archdeaconry of Stafford and diocese of Lichfield; K. B. £13 9s. 2d.; patron, Sir Robert Peel.

We have lately crossed the river TAME—this river has some very superior fishing stations, which (not to interrupt the progress of our narrative) we shall here mention. From the above place to Aston it may be fished with great advantage, and at the Aston Tavern is a most excellent pool. From Aston up to the mill, and in some pools above the mill, superior sport may usually be obtained. Opposite, or about the 95 post is a small island, which is well known as a spot, on which if sport is not obtained, the fault will lie at the

3½ butt end of the rod—not in the river. 94

An excavation of one quarter of a

3 mile, over which are two bridges, brings 94¼ us to the great Aston embankment, which is one mile and three quarters in length, in some places between thirty, and five and thirty feet from the fields below. It passes over two bridges and one viaduct of ten arches, under which flows the Birmingham and Fazeley Canal; this work is one hundred yards in length, and between nine and ten wide. Proceeding a short distance on

From Birmingham.		From L'pool & Manch'r.
	this embankment, we enter the county of Warwick, and shortly after cross the	
2¼	Tame. Near the 94¾ post, to the right, is a mill, the machinery of which is worked by the flow of the river Tame, to which this little erection gives a picturesque effect. After leaving the mill, the stream flows at the base of the embankment and parallel with it for nearly a quarter of a mile; its serpentine evolutions through the meadows on the left may then be traced for a considerable distance.	94¾
2	Near the 95¼ post the village of Aston may be distinguished by the very handsome tower and spire of its church, which is in the later style of English architecture.	95¼
	Aston is a parish in the Birmingham division of the hundred of Hemlingford, county of Warwick. Pop. 32,118; An. As. Val. £53,142, chiefly inhabited by artisans employed in or for the neighbouring manufactories. There is a church and two chapels in the parish; the former is dedicated to St. Peter and St. Paul; the living is a vicarage in the archdeaconry of Coventry, and diocese of Lichfield; K. B. £21 4s. 9½d. The church contains some curious tombs and effigies. About	
1¾	200 yards past this post, to the right, is Aston Hall and Park, the seat of James Watt, Esq. This beautiful and stately	95¼

From Birmingham. From L'pool & Manch'r.

fabric is best seen a little further on, by looking up a long avenue of trees. It was erected at the commencement of the seventeenth century, by Sir Thomas Holt, one of the staunchest adherents of Charles the First, who was here entertained for two nights, about six days previous to the battle of Edgehill, the first in which the troops of the King and the Parliament met—disastrous to both, but to neither advantageous. Some time afterwards the Parliamentarian troops inflicted their vengeance upon Sir Thomas, by firing at and plundering his house; the effects of several cannon-shot are visible in the interior of the building.

About 150 yards from the viaduct, a fine view of Aston Hall may be obtained.

1½ Just past here we arrive at the before- 95¾
mentioned viaduct; from this the end of the Aston Embankment is quickly obtained. Birmingham is in sight, bearing evidence, by its appearance, of the prodigious works which it contains. Two excavations and an embankment, of a quarter of a mile each, in the progress through which the Railway passes over two and under four bridges, bring us to the Company's Station at Vaux-

½ hall, near the 96¾ post. Here the pas- 96¾
sengers alight for the present, and proceed to Birmingham in coaches, omnibuses, or cars, as may suit their

From Birmingham. From L'pool & Manch'r.

inclinations. The Railroad, however, proceeds past it, upon a high embankment, connected with the large Birmingham Viaduct, which carries it across the valley and the river Rea, by means of twenty-eight arches of thirty-one feet span, and twenty-eight feet above the level of Lawley-street; the
¼ 97 mile-post is about the centre of this 97
bridge; a quarter of a mile further will be the permanent station, at the bottom of Curzon-street, where also is the station of the London and Birmingham Line. Having conducted our readers to this great manufacturing town, we shall just take a glance of the works upon the Line, to enable them more correctly to estimate the greatness of the undertaking.

The reader who has accompanied us in our journey will, perhaps, scarcely be aware that he has passed *one hundred excavations and embankments*—yet such is the fact. In the formation of these, *five millions five hundred thousand cubic yards of earth and stone* have been cut and removed, *three millions* of which have been employed in the embankments; the remainder has, for the most part, been laid out for spoil, as described at page 26. In the Line there are about *one hundred and nine thousand distinct*

rails, which rest on *four hundred and thirty-six thousand chairs*, which are supported by *four hundred and thirty-six thousand blocks of stone*. The Railway passes under *one hundred bridges, two aqueducts*, and through *two tunnels;* it passes over *fifty bridges* and *five viaducts*, the latter are stupendous erections. In the formation of the line upwards of *forty-one million four hundred and forty thousand pounds of iron* have been used for rails and chairs, and upwards of *six hundred and fifty-six thousand nine hundred and forty cubic yards of stone* for blocks to support them.* These few facts will suggest to the intelligent reader an idea of the magnitude of the work, and of the intelligence and activity necessary in the governing power which has superintended its formation.

RACES.

For the information of our sporting readers, we have added a List of Races (and, as near as we could obtain them, of the time of their coming off), to the vicinity of which access may be obtained by the Railroad. Some few of them are at a considerable distance from the Stations; but all we believe, may be attained in a day.

* This is a rough estimate, we should think under, rather than over, the fact.

Bridgenorth ..... July 26.—Two Days.
Burton-on-Trent..... Aug. 23.—Two Days.
Buxton ..... June 13.—Two Days.
Cheltenham..... July 2.—Two Days.
Chester ..... May 2.—Four Days.
Coventry..... March 11.—Two Days.
Dudley ..... July 24.—Two Days.
Eaton Park ..... Sept. 26.—Three Days.
Gloucester, July 5.—3 Days.—July 13.—2 Days.
Hedgeford..... Oct. 27.—Two Days.
Knutsford...Last Tuesday in July.—Two Days.
Lichfield, March 24.—2 Days.—Sept. 12.—2 Days.
Liverpool, May 11.—3 Days.—July 19.—4 Days.
Manchester..... May 25.—Four Days.
Newton..... June 8.—Three Days.
Newcastle..... Aug. 11.—Two Days.
Penkridge..... Oct. 12.—Two Days.
Potteries..... Aug. 8.—Two Days.
Rugeley..... Oct. 3.—Two Days.
Shrewsbury..... Sept. 19.—Three Days.
Stafford..... Oct. 11.—Two Days.
Stone..... Oct. 10.—Two Days.
Stourbridge..... Oct. 29.—Two Days.
Walsall..... Sept. 27.—Two Days.
Warwick, March 16.—2 Days.—Sept. 5.—3 Days.
Wenlock..... Aug. 4. —One Day.
Wolverhampton..... Aug. 14.—Three Days.
Worcester..... Aug. 1.—Two Days.
Wrexham..... Oct. 12.—Two Days.

THE

LIVERPOOL GUIDE.

THE town of Liverpool is situated on the eastern bank of the River Mersey, is in the county of Lancaster, and hundred of West Derby. It is 205 miles from London; 220 from Glasgow; 80 by sea, and 105 by land, from Holyhead; 120 from Dublin; and 75 from the Isle of Man. It contains about 200,000 inhabitants. It is not our intention to enter into any of the etymological quibbles respecting its cognomen, which, with its original orthography, appears involved in much obscurity. Suffice it to say, that the most popular conjecture respecting the former is, that the town was originally situated on a pool, or estuary of the Mersey, which pool was the resort of a waterfowl designated "the Liver;" from whence the word Liverpool appears a natural derivation: even this is, however, quite hypothetical, for we in vain search the chronicles of the naturalist for a history of this fowl, the existence of which, therefore, appears as problematical as that of the phœnix. However, as the corporate signet bears this device, we shall adopt the hypothesis. With respect to the orthography, Leland, in his Itinerary, spells it *Lyrpole*, and *Lyrpoole*. Dr. Enfield, in his "History of Liverpool," speaks of it as having been spelt *Lerpoole*, and *Leverpoole*. In the Harleian MSS. it is

also spelt *Leverpoole.* Camden, in his Britannica, spells it *Lirpoole*, and *Litherpoole;* and it has been spelt by others *Lirrpol* and *Lyverpoole.* The latter appears to have immediately preceded the present mode of spelling it, *Liverpool.* The ancient history affords but few particulars worthy of notice. It is not mentioned in Doomsday Book, unless, as some antiquarians assert, it is mentioned under the appellation of *Esmedune*, or *Smedune;* our limits, however, forbid our giving the adverse arguments on this point. On the authority of the Kenion MSS. it is stated, "that Roger de Poictou, Earl of Lancaster, built a castle at Liverpool, and there placed as Governor and Castellan his trusty friend Vivian Molyneux;" yet others, with more probability, attribute the foundation of the fortress to King John, who visited this place, and observed its local advantages, when he embarked hence on one of his expeditions to Ireland. It is probable that John granted the first charter that conferred any peculiar privileges; for although two charters are mentioned in the corporation records, as having been granted by Henry I. it does not appear that they were of any available benefit to the town. Henry III. confirmed the charter granted by John, and conferred additional privileges. The castle was governed by a constable, and that office was vested in the family of Molyneux from the reign of Henry V. to that of Elizabeth. It was dismantled in 1659, and in 1721 the ruins were removed to make way for the erection of St. George's Church. The feuds of the Stanleys and Molyneux

are equally uninteresting; and nothing worthy of notice appears in the history of the town till, in 1644, it was garrisoned and fortified by the Parliament, and held out against Prince Rupert for twenty-four days, when it was treacherously surrendered, with its internal fortress, by the governor, Colonel More; but the royal cause being soon after utterly ruined, at the battle of Marston Moor, it was retaken for the Parliament by Lieut. Gen. Meldrum, and held till the Restoration. From Dr. Enfield we learn that, in addition to the charters mentioned above, Liverpool accumulated various charters and privileges, from the time of Henry I. George III. in 1808, confirmed the whole, and constituted the mayor a justice of the peace for life, provided he should continue a member of the common council.

The present Corporation consists of a Mayor, Recorder, sixteen Aldermen, forty-eight Councillors, two Bailiffs, a Town Clerk, and various subordinate officers. The Mayor is elected annually, by the Council, on the 9th of November.

Liverpool sends two members to Parliament; the constituency is 17,427 in number, and consists of the old freemen, and householders of £10 and upwards.

The town is second only to London in commercial importance, wealth, and foreign trade. As it is, therefore, so essentially commercial, we shall commence our Guide to the town by recording the necessary information respecting the Post Office.

LIVERPOOL POST-OFFICE.

DELIVERY OF LETTERS.—The First Delivery commences at 8 A.M., and the Office continues open until the arrival of the *London Mail*, (per Grand Junction Railway,) about 10 50 A.M. The letters comprised in this delivery are those of the over-night Birmingham Mail (with a bag from Manchester and a Foreign bag from London); the Holyhead and Carlisle Mails (with a bag from Edinburgh and Glasgow); and the Dublin Packet.

2nd DELIVERY—commences about 9, with the first Manchester Mail per Railway; bringing also bags from Rochdale, Halifax, Bradford, Leeds, and York.

3rd DELIVERY—commences about 10 45 A.M., and includes the letters by the second Manchester Mail per Railway, with a bag from Newton.

4th DELIVERY—commences about 11 30 P.M., (and continues until about 3 40 P.M.,) in which are included bags from Birmingham, Walsall, Wolverhampton, Penkridge, Stafford, Newcastle, Nantwich, Middlewich, Northwich, Preston-Brook, Warrington, Eccleshall, Stone, Towcester, Northampton, London, Bristol, Exeter, Falmouth; and the Letters from Portugal, North and South America, and the West Indies, are also included in this Delivery.

5th DELIVERY—commences about ¼ past 1 P.M., and includes letters brought by the *Shrewsbury Mail*.

6th DELIVERY—commmences about 4 P.M., and includes letters brought by the 3rd Manchester Mail, per Railway.

7th DELIVERY—commences about 4 50 P.M., and includes bags from Birmingham, Wolverhampton, Stafford, Warrington, and Prescot.

8th DELIVERY—commences at 10 minutes past 6; with the letters by the *Lancaster Mail*, from Ormskirk and Maghull.

9th DELIVERY—commences at ¼ past 7 P.M. It includes the letters of the 4th Manchester Mail (per Railway), with bags from York, Leeds, Edinburgh, Glasgow, Carlisle, Lancaster, Preston, Chorley, and Wigan.

10th DELIVERY—commences about 7 30 P.M., and includes bags from Bristol, Northampton, Towcester, Birmingham, Walsall, Wolverhampton, Penkridge, Stafford, Newcastle, Nantwich, Middlewich, Northwich, Preston-Brook, Warrington, and Prescot.

The Delivery closes finally at 9 P.M.; *on Sundays at* 8 P.M.

There are THREE DELIVERIES within the Town by Letter Carriers, every day (except Sunday); the *first* delivery to commence about 8 A.M.; the *second* about ¼ past 11; the *third* about 5 P.M. On *Sundays*, only the *first*, at 8 A.M

When any delay occurs in the arrival of the Mails, a corresponding delay will, of course, occur in the delivery.

The Office is closed on *Sundays* from 9 A.M. until 1 30 P.M., and finally at 8 P.M.

DESPATCH OF LETTERS.

The following are the hours at which the letter-box is closed for making up the several mails, and at which each mail is despatched:

Box closes at		*Despatched at*
	First Grand Junction.	
H. M. 6 0 A.M.	Bags made up for Warrington, Preston-Brook, Northwich, Middlewich, Nantwich, Congleton, Newcastle, Market-Drayton, Stafford, Penkridge, Wolverhampton, Walsall, and Birmingham; and on *Tuesdays* and *Fridays* a Foreign Bag to London. *The postage of Foreign Letters can be paid from* 5 30 *to* 6 A.M. *and up to* 9 *o'clock the previous evening.*	H. M. 6 20 A.M.
	First Manchester Mail.	
6 30 A.M.	Bags for Manchester, Bolton, Rochdale, Leeds, and York.	6 50 A.M.
	Lancaster Mail.	
8 0 A.M.	For Maghull, Ormskirk, and Southport.....	8 15 A.M.
	Second Manchester Mail.	
8 30 A.M.	A bag for Prescot, and (*per Railway to Newton*) bags for Newton, Wigan, Chorley, Preston, Lancaster, Carlisle, Glasgow, Edinburgh, and Manchester.	8 50 A.M.
	Second Grand Junction.	
11 0 A.M.	Bags for Warrington, Stafford, Wolverhampton, and Birmingham.....	11 20 A.M.
	Third Manchester Mail.	
11 30 A.M.	For Prescot, St. Helen's, Warrington, Wigan, Bolton, Blackburn, Colne, Bury, and Manchester	11 50 A.M.
	Penny Posts.	
11 0 A.M.	For Birkenhead, Upton, Seacombe, New Brighton, Crosby, Bootle, Walton, West Derby, Old Swan, Woolton and Wavertree.....	12 45 P.M.
	Fourth Manchester Mail.	
1 30 P.M.	For Newton, Prescot, Warrington, and Manchester	1 50 P.M.
	Third Grand Junction.	
2 45 P.M.	Bags for Prescot, Warrington, Preston-Brook, Northwich, Middlewich, Nantwich, Newcastle, Eccleshall, Stone, Stafford, Penkridge, Wolverhampton, Walsall, Birmingham, Towcester, Northampton, London, and Bristol; and Letters for Portugal, North and South America, and the West Indies. *The Letters for London sent by this Despatch will be included in the first delivery there the following morning*	3 20 P.M.

4 0 P.M.	CARLISLE MAIL. For Ormskirk, Preston, Chorley, Wigan, Bolton, Bury, Blackburn, Haslingden, Lancaster, Westmorland, Cumberland, and all Scotland	4 30 P.M.
	FIFTH MANCHESTER AND YORK MAILS. For Manchester, Rochdale, and the Counties of York, Lincoln, and Durham (per Railway)	4 50 P.M.
	SHREWSBURY MAIL. For Chester, Wrexham, Ellesmere & Shrewsbury	5 0 P.M.
4 30 P.M.	DUBLIN MAIL PACKET. For Ireland	
	BOLTON MAIL.	
4 30 P.M.	For Bolton	5 0 P.M.
	HOLYHEAD MAIL.	
6 30 P.M.	For Birkenhead, New Ferry, Chester and North Wales	7 0 P.M.
	FOURTH GRAND JUNCTION.	
6 0 P.M.	Bags for Manchester, Warrington, Stafford, Wolverhampton, Birmingham, and London. *The Letters for London sent by this Despatch will be delivered there about* 11 A.M.	6 20 P.M.

India.—Letters to and from the East Indies are regularly forwarded by ships. The postage must be paid when posted.

The rate outwards is two-pence per package under three ounces, and one shilling per ounce above that weight.

Letters conveyed outwards in *sealed* bags, are chargeable with 8d. *single*, if sent by ship from the port at which they are posted; but if sent from any inland town, or to another port, 1s., which must be paid when posted.

Foreign Letters.—No Letters for Foreign Parts, except British America, the British West India Islands, and France, can be forwarded, unless postage be first paid; in default, they are sent to the General Post-Office, *London*, opened, and returned back to the writers.

FOREIGN POST DAYS, AT 2 20 P.M.

For Demerara, Jamaica, and the Leeward Islands, 1st and 15th day in every month; North America and the Bahamas, the first Wednesday in each month.

For Carthagena, Mexico, Cuba, Honduras, and Havannah, 15th of every month.

For Portugal, every Friday.

For South America, La Guara, Madeira, Gibraltar, and the Mediterranean, the first day of every month.

TIME OF STARTING AT THE RAILROAD.

For GRAND JUNCTION, see page 18.

The Trains start for Manchester at the following hours and leave Manchester for Liverpool at the same time:—

First Class.	*Mail.*	*Coaches.*	*Second Class.*	*Coaches.*	*Open.*
7 o'clock	6s. 6d.	6s. 0d.	7½ o'clock	6s. 0d.	4s. 6d.
9 „	„	„	10 „	„	„
11 „	„	„	12 „	„	„
2 „	„	„	3 „	„	„
5 „	„	„	5½ „	„	„
7 „	„	„	7 „	„	„

(The First Class Trains and the last Second Class Train stopping only at NEWTON.)

Except on Tuesdays and Saturdays, when the Evening Second Class Train, from Manchester will start at Six o'clock, instead of Half-past Five o'clock.

ON SUNDAYS.

FIRST CLASS.	SECOND CLASS.
8 o'clock	7 o'clock.
5 „	5½ „

LIVERPOOL AND MANCHESTER TO WIGAN.

By the First Class train, 7 o'clock in the Morning.

By the Second Class trains, 10, 12, and 5½ o'clock.

On Sundays.—By the Second Class trains, 7, and 5½ o'clock.

LIVERPOOL AND MANCHESTER TO BOLTON.

By the First Class train, 9 o'clock in the Morning.

By the Second Class trains, 7½, 12, 3, and 5½ o'clock.

On Sundays.—By the Second Class trains, 7, and 5½ o'clock.

LIVERPOOL AND MANCHESTER TO ST. HELENS.

By the Second Class trains, 7½, 10, 12, 3, and 5½ o'clock.

On Sundays.—By the Second Class trains, 7, and 5½ o'clock.

LIVERPOOL AND MANCHESTER TO RUNCORN GAP.

By the Second Class trains 7½, and 3 o'clock.

On Sundays.—By the Second Class trains, 7, and 5½ o'clock.

FOREIGN PACKETS.

New York.—Agents: Wm. and James Brown and Co., Chapel-street; Crary, Fletcher, and Co., Brunswick-street; Roskell, Ogden, and Co., Chapel-street.

Philadelphia.—Agents: Wm. and James Brown and Co. Chapel-street; FitzHugh and C. Grimshaw, Goree-piazzas.

Boston.—Agents: Maury, Latham, and Co., Exchange-buildings; T. and I. D. Thornely and Co., Goree; Humbertson and Co., George's Dock; Baring Brothers, Goree.

STEAM PACKETS.

OFFICES.	TIME OF SAILING.	PLACES.
POST OFFICE PACKET, Capt. Chappell, India-bdgs.	Daily at Five o'clock.	To Dublin.
S. Perry, Clarence Dock, and 21, Water-street.	Daily at Six; Passengers only.	Ditto.
Do. Do.	Daily according to tide; Goods and Passengers.	Ditto.
Matthie and Martin, 34, Water-street.	Monday, Wednesday, and Saturday.	Greenock and Glasgow.
Mc Iver and Co., 33, Water-street.	Ditto, Ditto.	Ditto Ditto.
W. Moore, 20, Water-street.	Tuesday and Friday.	Londonderry.
G. Purdon, 21, Water-street.	Twice a week.	Newry.
Theakstone, Water-street.	Ditto.	Carlisle and Annan, calling off Whitehaven & Maryport.
J. D. Thompson, 9, Goree.	Once a week.	Carlisle.
W. Splaine, 20, Water-street.	Four times a week.	Drogheda.
Moore and Christian, 23, Redcross-street Office, 23, Water-street.	Daily.	Isle of Man.
	Daily in Summer.	Rhyl.
St. George Steam Packet Co., J. R. Pim, 21, Water-street.	Once a week in winter and daily in summer.	Beaumaris and Bangor.
Ditto, Ditto.	Once a week.	Cork and Bristol,
Samuel Perry, 27, Water-street.	Monday, Wednesday, and Friday.	Belfast.
John Mc Cammon, 27, Water-street.	Wednesday.	Ditto.
Langtrys and Co., 30, Water-street.	Monday and Friday.	Ditto.
James Winder, 4 Strand-street Fisher and Steward.	Four times a week.	Windermere and the Lakes.
	Monday, Thursday, and Saturday in Summer; once a week in winter.	Whitehaven.
Thomas M'Tear.	Once a week.	Dundalk & Wexford.
St. George Steam Packet Co., J. R. Pim, Water-street.	Tuesday, Thursday, and Saturday.	Dundalk.
R. Sproat, 28, Water-street.	Twice a week in summer; once a week in winter.	Dumfries.

Besides the above, Steam Packets are going to the Cheshire shore every half hour. Many pleasant excursions may be taken up and down the river, at the moderate charge of from 3d. to 6d. each person.

Coach Offices.—Angel Inn, Dale-street; Eagle, Water-street; Morgan's, Fenwick-street; Wellington, Dale-street; Saracen's Head, Dale-street; White Horse, Dale-street; Golden Lion, Dale-street; Feathers, James-street; Dodd's, James-street; Boar's Head, Water-street.

HACKNEY COACH FARES,

Which include a reasonable quantity of Luggage.

	s.	d.
Not exceeding 1,000 yards.....	1	0
Exceeding 1,000 yards, and not exceeding 1,700.....	1	6
And for each 700 yards, or any intermediate distance	0	6

CAR FARES.—Two-thirds of the above Fares.

N.B.—Carriages with two horses and two wheels, or one horse and two wheels, or one horse and four wheels, are considered cars. If a coach or car be detained above ten minutes, to be allowed 6d. for every ten minutes detained.

	s.	d.
Coach hired by the day	18	0
Ditto by the hour, first hour	2	6
Ditto, and for every subsequent hour	1	6
Car hired by the day	12	0
Ditto by the hour, first hour	1	6
Ditto for every subsequent hour	1	0

Double fares to be paid after Twelve o'clock at night, except on public ball nights; then, at such public balls, One o'clock.

The driver has the option to be paid either time or distance.

HACKNEY COACH AND CAR STANDS.

Castle-street; St. George's Church; Clayton-square; Great George's-place; London-road; Scotland-place; the Baths at St George's Dock.

The following are the principal Hotels:

Adelphi, Ranelagh-place; Albion, Ranelagh-street; Angel, Dale-street; Bull, Clayton-square; Commercial, Dale-st.; Castle, Clayton-square; Feathers, Clayton-square; George, Dale-street; Grecian, Dale-st.; King William IV., Williamson-square; King's Arms, Castle-st.; Neptune, Clayton-square; Royal Hotel, corner of Moorfields, Dale-street; Saracen's Head, Dale-street; Saddle Inn, Dale-street; Star and Garter Tavern, Paradise-street; Union, Clayton-square, Waterloo, Ranelagh-street; Wellington, Dale-street; York, Williamson-square.

BANKERS.

Liverpool Bankers.	*Correspondents in London.*
Moss and Co. Dale-street.	Barclay and Co.
A. Heywood, Sons and Co., Brunswick-street.	Denison and Co.
Leyland and Co., 7, King-street.	Masterman and Co.
Central Bank of England, 12, Temple-street.	Esdaile and Co.
Borough Bank, Water-street.	Glyn and Co.
Manchester and Liverpool District Banking Co., 43, Castle-street.	Smith, Payne, and Smith.
I. Barned and Co., Lord-street.	Sir C. Price, Marryatt and Co. and Bult, Son and Co.
Liverpool Commercial Bank, High-street.	Williams, Deacon and Co.
Bank of Liverpool, Water-street.	Glyn and Co.
Branch Bank of England, 55, Hanover-street	Bank of England.
Phœnix Bank, Dale-street.	Grote, Prescott, and Co.
Commercial Bank of England, Water-street.	Barnet, Hoare, and Co.
Liverpool Banking Company, South Castle-street.	Currie, Rakes, and Co. 29, Cornhill.
Albion Bank, North John-street.	Grote, Prescott, and Co.
Union Bank, Water-street.	Cunliffes and Co.
North and South Wales Bank.	Robarts and Co.
Royal Bank, Water-street.	Robarts and Co.

THE THEATRE ROYAL

is situated on the east side of Williamson-square. The building is of brick: the front of stone, with emblematical figures in bas-relief. The interior decorations are new and beautiful; the stage is spacious, and the voice is heard most intelligibly in the remotest part of the building.

THE ROYAL AMPHITHEATRE

is situated in Great Charlotte-street. Externally it is stuccoed, in imitation of stone. The interior is both ornamental and commodious. It is principally intended for equestrian performances, and pantomimic exhibitions.

THE LIVER THEATRE

is situated at the top of Church-street. The interior is tastefully fitted up: it has an excellent stage, and the managers have deservedly received a large portion of public patronage. Open from December to May.

THE QUEEN'S THEATRE, OR CIRCUS,

is situated in Christian-street. It was originally designed for equestrian performances: it is, however, of late, more frequently used as a Minor Theatre, for which purpose it is equally well adapted.

THE SANS PAREIL

is situated in Great Charlotte-street. Its chief recommendation is the cheapness and variety of its performances. Open from December to May.

THE WELLINGTON ROOMS

are situated at the upper part of Mount Pleasant, and the corner of Great Orford-street. This edifice has a handsome stone front, which is an imitation of the Sybil's Temple, at Rome. The subscription balls and concerts are held in these rooms.

THE PISTOL GALLERY

is situated in Tarlton-street, Williamson-square.

THE PRINCE'S PARADE,

which is on the west side of Prince's Dock, is 750 yards long, by 11 wide, and for the most part protected from the river by a low battlement. This is one of the most agreeable parades in the kingdom, particularly at high water, when the estuary is often covered with shipping, coming from, or going on voyages to, the most distant lands.

PUBLIC BATHS.

The New Baths are situated on the west side of St. George's Dock. They are admirably arranged and will well repay a visit.

Great George's Baths, corner of Great George-street, and Great George-place: these baths are fitted up in an elegant style, and on the most modern principle.

Sadler's Baths, Hanover-street, proprietress, the widow of the late Mr. Sadler. The invalid will here receive every attention that is required.

Whitlaw's Baths (proprietor, Mr. Godfrey), Renshaw-street, is the only establishment at which can

be obtained the much celebrated medicated vapour bath of Mr. Whitlaw.

THE FLOATING BATH

is, in the summer time, moored off the Prince's Parade. The most favourable time for bathing is as the tide comes in, when the salt water is coming from the sea. These baths are very clean and commodious, and there is plenty of room for swimming.

THE CEMETERIES.

St. James's Cemetery is situated at the top of Duke-street. This resting-place of the dead is well worthy of a visit: it will not fail to create impressions both melancholy and pleasing. A correct Print of the Cemetery, and Monument to the memory of Mr. Huskisson, is published by Mr. Lacey, 64, Bold-street.

ST. JAMES'S WALK, OR THE MOUNT,

is so closely allied, as almost to constitute a walk of the Cemetery. It commands a fine view of Liverpool, the sea, the river, and the Cheshire coast.

THE NECROPOLIS OR LOW HILL CEMETERY.

is also worthy of attention. It is situated at Low-hill.

THE ZOOLOGICAL GARDENS

are about half a mile further on. Admission tickets may be gratuitously obtained at most of the hotels. Each visitor, however, pays one shilling on admission.

THE BOTANIC GARDEN

is in Edge-lane. Visitors are admitted by tickets, which may be obtained at all the hotels.

CUSTOM HOUSE.—EXCISE.—DOCK OFFICE.—POST OFFICE.

This noble building is situated at the bottom of South Castle-street; and, under the same roof, are the offices for the Customs, the Excise, the Dock Trust, and the Post Office. The latter is not yet opened in this building. When finished, the following will be the entrances to the various offices:—

The Centre and Western Wing.—Doors West Front, North and South, and in the Centre Piazza.	CUSTOMS.
* *In Eastern Wing.*—Door in the Centre Piazza.	EXCISE.
In Eastern Wing. —— Doors North and North West side of Eastern Wing.	DOCK OFFICE.
In Eastern Wing.—Doors East Front, and Southern End of East Wing.	POST OFFICE.

THE DOCKS.

These must ever be considered as the peculiar feature of this town, the witnesses of its wealth, the consequence of its prosperity, and at the same time,

* Until the Long Room is finished, the Excise use the Door in the Eastern Front.

its source. They are stupendous memorials of the industry, enterprise, and perseverance of its merchants.

The Clarence Dock was opened on the 16th of September, 1830; it is appropriated exclusively to steam packets, and is computed to contain 17,605 square yards.

The Waterloo Dock, *The Victoria Dock*, and *The Trafalgar Dock*, form a series of Docks communicating the one with the other, and add greatly to the convenience of the Port.

The Prince's Dock is the principal resort of the American packet ships and transient vessels. It is 509 yards long, by 110 broad.

George's Dock.—This was commenced in 1767. It contains nearly 27,000 square yards, and was erected at an expense of £21,000. In this dock is moored the Floating Church, for the convenience of seamen.

Canning Dock communicates with Nos. 1, 2, and 3 Graving Docks, and is mostly frequented by vessels from the northern ports, and in the coasting trade.

Salt-house Dock was constructed by virtue of an Act of 10 Geo. II. It is the receptacle of ships in the Levant and Irish trade, and derives its name from a salt work formerly contiguous thereto. It comprises an area of 23,050 yards.

The Duke of Bridgewater's Dock is private property, and used by the boats called flats in the canal trade.

The King's Dock, opened on the 3rd of October, 1788, was completed at an expense of £25,000. It is in the immediate vicinity of the King's warehouses, and is principally appropriated to vessels laden with tobacco. The tobacco warehouses are worthy of inspection.

The Queen's Dock was completed in 1796, cost £35,000, and is 470 yards long, by 227 broad. This Dock is also appropriated to timber ships from America and the Baltic. Between it and the river are Nos. 4 and 5 Graving Docks.

The Brunswick Dock is appropriated particularly to vessels laden with timber. Its length on the east side is 460 yards, on the west, 435; the north measures 110 yards, and the south 90 yards. To this are attached two Graving Docks and commodious Basins.

THE MARKETS

form another peculiar feature of Liverpool.

St. John's Market is situated in Great Charlotte-street; it is 183 yards long, by 45 broad, comprising an area of 8,235 yards, and was erected at an expense of near £40,000.

New Fish Market is opposite the eastern entrance of the above Market; it is a commodious building, built for the purpose.

St. James's Market is situated at the south end of Great George-street. It was erected by the Corporation at an expense of £14,000, and covers an area of 3,000 yards.

The North Market has two fronts, one in Scotland-road, and the other in Bevington-bush. It is 213 feet long by 135 wide, and was erected by the Corporation at an expense of £13,000.

The Islington Market is partially covered in, and is situated on the top of Shaw's-brow.

The Cattle Market is most admirably arranged. It is three miles from Liverpool, on the London road.

The Corn Market, or *Corn Exchange*, is situated in Brunswick-street. It is a handsome structure, was erected by subscription, at an expense of £10,000, and is 114 feet long, by 60 wide.

PUBLIC BUILDINGS.

The Town Hall and *Exchange* of Liverpool are well worthy of a visit. The Town Hall is situated at the end of Castle-street; the New Exchange-buildings to the north, forming three sides of a square, the Hall itself being the fourth. The interior of the Hall may be seen by the public, and the gallery which surrounds the exterior of the dome presents a complete panorama of Liverpool and the surrounding country; the view is on the west bounded by the Welsh mountains. The Exchange-buildings were finished in January, 1809, at a cost of near £111,000, which was raised by subscription, in £100 shares. These buildings, with the Town Hall, form a quadrangle of 35,066 square yards, being double the space occupied by the Exchange of London. In the centre of this area is a bronze

monument, erected in 1813, to the memory of the immortal Nelson. It was modelled and cast by R. Westmacott, Esq., R.A., from designs by Matthew Charles Wyatt, Esq., and cost £9,000.

The Statue of George the Third is situated at the bottom of Pembroke-place, in London-road. Here our late venerable sovereign is certainly a classical-looking personage; and the chief merit of Mr. Westmacott lies in the stretch of imagination which enabled him to convert the old brown wig and blue coat of George the Third into the waving locks and Roman toga of Marcus Aurelius.

The Sessions House is situated to the west of the Exchange. It is a large quadrangular edifice of stone. In this the judicial business of the Assizes, for a portion of the county of Lancashire, and the Borough, is transacted; and in it also are held the Courts of Quarter Sessions of West Derby.

The Telegraph is situated at the bottom of Chapel street. Strangers may visit it by applying to Lieut. Watson, at the office.

The House of Industry is situated on Brownlow-hill.

The Infirmary and *Lunatic Asylum* are handsome erections, and well adapted to their objects.

PLACES OF WORSHIP.

The Churches in this town are twenty-four in number. The following are the most worthy of attention:—St. Luke's, at the top of Bold-street; St. George's (the Corporation Church), at the top of

Lord-street; St. Nicholas's, at the bottom of Chapel-street; St. Paul's, in St. Paul's-square (it is a miniature representation of the London Cathedral); St. Catherine's, in Abercromby-square; and the Blind Asylum, in Duncan-street East; the latter is well worthy of a visit, the service being most admirably chaunted, as in our cathedrals. It may as well be here stated, that the clocks of St. Peter's Church, in Church-street, St. Nicholas's Church, in Chapel-street, and St. George's, in Lord-street, are illuminated.

The Chapels of the Independents are Bethesda, Duncan-street, London-road; Gloucester-street Chapel; Great George-street Chapel; Great Crosshall-street Chapel; Renshaw-street Chapel; Toxteth Park Chapel.

Baptists.—This connexion have Chapels in Byrom-street, Comus-street, Cockspur-street, Great Crosshall-street, Lime-street, and Russell-street.

The Wesleyan Chapels are Benn's Garden Chapel; Brunswick Chapel, Moss-st., London-road; Leeds-street Chapel; Mount Pleasant Chapel; Pitt-street Chapel; Wesley Chapel, Stanhope-street.

Scotch Churches.—St. Andrew's Church, Rodney-street; Oldham-street Church; the Scotch Secession Churches are in Mount Pleasant and Russell-street; and the Scotch Baptist Church is in Hunter-street.

Roman Catholic Chapels are St. Mary's, Lumber-street; St. Anthony's, Scotland-road; St. Patrick's, Toxteth Park; St. Peter's, Seel-street; St. Nicholas's, Blake-street.

The Friends' Meeting House is in Hunter-street; the *Jews' Synagogue*, in Seel-street.

Unitarian Chapels.—There are two; one in Paradise-street, and the other in Renshaw-street.

CHARITABLE INSTITUTIONS

are very numerous in this town, and may be said to reach every form of human suffering. We have only room for a list.

Alms-houses, St. Mary's-lane.
Blue Coat Hospital, School-lane.
Blind Asylum, London-road.
Bethel Union Ship, King's Dock.
Charity Schools; there are many.
Charity Institution House, Slater-street.
Charity (the Ladies') for Relief of Women in Child-bed.
Dispensaries; one in Vauxhall-road, one in Upper Parliament-street.
Female School of Industry, Heathfield-street.
Female Penitentiary, Crabtree-lane.
House of Recovery, Workhouse.
Infirmary, Brownlow-street.
Institution for Diseases of the Ear, Duke-street.
Infants' Schools, several of them.
Lunatic Asylum, Ashton-street, Brownlow-hill.
Marine Society Mariners' Church.
Marine Humane Society.
Mariners' Church Society, Ship in St. George's Dock.
Naval Bible Society, Mariners' Church.
Ophthalmic Institutions; one in Slater's court.
Society for Bettering the Condition of the Poor, Savings Bank, Bold-street.
Society for Promoting Christian Knowledge, Ranelagh-street.
Strangers' Friend Society.
School for the Deaf and Dumb, Wood-street.
Theatrical Fund, Theatre Royal Office.
Welsh Charitable Society, Russell-place.

LITERARY AND SCIENTIFIC INSTITUTIONS.

The Royal Institution is situated in Colquitt-street. Its portico has been much admired. We need hardly add, that the objects of the Society are the diffusion and advancement of Literature and the Fine Arts. There are some good Paintings, a Museum, and a Statue Gallery, connected with the Institution.

APOTHECARIES' HALL.

is situated in Colquitt-street; it is one of the handsomest buildings in the town.

MECHANICS' INSTITUTION,

situated in Mount-street, is, perhaps, the handsomest and most commodious building of the kind in England.

LIBRARIES AND NEWS-ROOMS.

The Athenæum, established in 1779, is situated in Church-street. It is a library and news-room, and is supported by 500 subscribers of £2 12s. 6d. each. It has many valuable books.

The Lycæum is a fine building, entrance at the lower end of Bold-street, It has an extensive library and reading-room.

Law Library, is situated in Clarendon-buildings.

Union News-room, founded in 1811, is situated in Duke-street.

The Public Library, for the use of Male and Female Apprentices; the former founded in 1822, the latter in 1824.

The Philosophical and Literary Society, founded 1812, holds its meetings in the Royal Institution.

NEWSPAPERS.

We give our readers a slight description of the character of each Paper, that they may choose for themselves.

Monday....ALBION (The). Acute, pointed, and Whiggish.
ADVERTISER (Myer's Mercantile). Devoted to Commercial Information.
Tuesday ..STANDARD (The Liverpool). Talented, rather sophistical and quite Tory.
TIMES (The Liverpool). Whig in principle.
MAIL. By the late Editor of the Standard. Tory in principle and remarkable for the power of its leading articles.
Wednesday, COURIER (The Liverpool). It is Tory in principle.
Thursday ..ADVERTISER (Gore's General). Principally devoted to Commercial information.
MAIL. See *Tuesday*.
Friday ....MERCURY (The Liverpool). A strong partisan, and Whig in principle.
STANDARD (The Liverpool). See *Tuesday*.
Saturday ..CHRONICLE (The Liverpool). Sensible always,—occasionally brilliant—Whig in politics.
JOURNAL (The Liverpool). Radical in politics.
MAIL. See *Tuesday*.

THE

MANCHESTER GUIDE.

MANCHESTER is situated at the confluence of the rivers Irk and Irwell, in the County of Lancaster, the Hundred of Salford, and Diocese of Chester. It is 18 miles from Warrington, 186 from London, and about 33 from Liverpool. It is the principal seat of the Cotton Manufactories, and is fast adding the Silk to its already extensive trade; with its suburbs, including Salford, it contains 226,931 inhabitants. The antiquity of Manchester is clearly proved, as (on the authority of Mr. Whitaker we state) there are accounts of its existence 500 years B. C. It was named by the Britons *Mancenion*; by the Romans *Mancuninum* and *Mancestre*; and on the departure of the Romans, *Man-kastalh*, signifying Man-Castle or City of Man; and in the wars of the Saxons the inhabitants well earned the appellation, as they did not submit for 20 years after all other parts of Lancashire were subdued, and the Isles of Anglesey and Man, and the principality of North Wales, had succumbed to the invaders. Like its neighbour, Liverpool, Manchester was exposed to

the assaults of the Civil Wars in 1462, the country about it having been laid waste by the Earl of Derby, who, however, after a spirited assault and several days' siege, was unable to take the town, and obliged to retire. Manchester has now two Members of Parliament, and Salford (which may be considered as part of Manchester) one; the former sent a Member to Parliament (Charles Worsley, Esq.) in the time of Cromwell. We have but little of the early history of Manchester to record. In 1715, the "Young Chevalier" entered the town, and put up at what is now called the Palace Inn. Manchester was early distinguished for the prevalence of Jacobinical principles, and if the "Majesty of the people" now predominates, we may assert that the same feeling is merely diverted into another channel.

The principal markets of Manchester are held on Tuesday and Saturday (*for Market-places, see page* 167); they are, however, pretty well supplied every day in the week. Its fairs are on Whit Monday, October 1st and 17th, for horses, cattle, &c., &c. The municipal government of the town is vested in a Borough-reeve and two Constables. The chief duties of the Borough-reeve are, to preside over public meetings, to attend to the distribution of money arising from bequests, &c. The business of the police is attended to by the constables; and there is a Stipendiary Magistrate appointed to administer criminal justice, who has a salary of £1,000 per annum. He sits every day but Sunday. We now proceed to give a hasty sketch of the town, in which, however, is included the various objects which will most interest the stranger.

The COTTON FACTORIES can be visited by obtaining an introduction to any of their proprietors.

POST OFFICE.

The following are the intended Arrivals and Departures of the principal Mails at this Office. from the 6th July, 1837.

ARRIVAL.			DEPARTURE.		
	H.	M.	H.	M.	
London	11	45 A.M.	2	15	P.M.—Principal London Mail.
"	11	45 P.M.			
" with Foreign Letters for the first Morning Delivery.			6	15	P.M.—for a second Delivery in London.
			6	15	A.M.—for Foreign Letters on Tuesdays and Fridays.
Bristol	11	45 A.M.	2	15	P.M.
Birmingham ..	11	45 A.M.	6	15	A.M.
" ..	4	15 P.M.	11	15	A.M.
" ..	7	15 P.M.	2	15	P.M.
" ..	11	0 P.M.	6	15	P.M.
Edinburgh, *Glasgow*, *Carlisle*, *Preston* ..	11	45 A.M.	9	15	A.M.
	3	40 P.M.	4	15	P.M.
Liverpool	8	40 A.M.	7	15	A.M.
"	10	40 A.M.	9	15	A.M.
"	2	10 P.M.	2	15	P.M.
"	3	40 P.M.	5	15	P.M.
"	6	40 P.M.			
Ireland	8	40 A.M.			
		or	2	15	P.M.
"	10	40 A.M.			
according to the arrival of Packets.					
Leeds, *York*	6	0 A.M.	9	0	A.M.
	3	30 P.M.	8	0	P.M.
Derby, *Nottingham*, *Leicester* ..	3	45 P.M.	9	0	A.M.
By Buxton, Ditto by *Birmingham*	45	3 P.M.	6	15	P.M.

GENERAL DELIVERIES AT THE OFFICE.

The first, at eight until half-past eight in the morning, includes Letters from Liverpool, Newcastle, Stafford, Wolverhampton, Birmingham, Middleton, and Bolton, the greatest part of Yorkshire, Lincolnshire, Cambridgeshire, Hertfordshire, Norfolk, Northumberland, Sunderland, and Durham.

The second, at nine until a quarter before two in the afternoon, includes Letters from Liverpool, Bolton, Blackburn, Burnley, Bury, Colne, Hyde, Denton, Geecross, Gorton, Oldham, Stockport, Chester, all Saddleworth, Ashton-under-Line, Audenshaw, and Staleybridge, the counties of Salop and Hereford, Leominster, part of North Wales, Frodsham, Warrington, Dublin, and all Ireland.

The third, at half-past twelve at noon, until a quarter before two in the afternoon, includes Letters from London, Essex, Kent, and Sussex, Bristol, Falmouth, part of North Wales, the counties of Cornwall, Devon, Somerset, Oxford, Warwick, and all the West of England; also from Walsall, Wolverhampton, Stafford, Stone, Shiffnall, Newcastle-under-Lyne, Lawton, Congleton, Disbury, Cheadle, and Winslow.

The fourth, at half-past four in the afternoon until nine at night, includes Letters from Derby, Ashburn, Leek, Macclesfield, and Stockport, the counties of Bedford, Berks, Herts, Hants, Leicester, Northampton, and Suffolk; also includes Letters from York, Leeds, Tadcaster, Bradford, Huddersfield, Halifax, Rochdale; parts of the counties of Suffolk, Herts, and Cambridge; also *all* Scotland, Lancaster, Preston, Chorley; and from Disley, Buxton, Bakewell, Matlock, Belper, Sheffield; also Liverpool (℔ Railway).

The fifth, at half-past seven until nine at night, includes Letters from Liverpool (℔ Railway), Birmingham, Wolverhampton, Stafford, Chester, Warrington, Northwich, County of Chester, Staffordshire.

There are three deliveries by the Carriers, namely, at half-past eight in the morning, twenty minutes to one in the afternoon, and five o'clock, town deliveries, except on Sundays, when there is only a morning delivery. The deliveries of course must be delayed, if there be any irregularity in the arrival of the mails. The letter-carriers are in attendance at the Office from half-past seven to eight in the morning, and four in the afternoon; but no letters can be delivered by them at the Office, except to persons who have not been found when they have been on their rounds.

The Office continues open for strangers from eight in the morning until ten at night;—on Sundays the Office is closed from half-past ten till half-past twelve, and from three till five.

RAIL ROAD.

For time of Trains starting, &c. see pages 18 and 143.

HOTELS, COACHES, AND COACH-OFFICES.

Buck and Hawthorn, St. Anne-street; Buck, Hanging-ditch; Bush Inn, Deans-gate; Eagle Inn,

Market-street; Golden Lion, Deans-gate; Hare and Hounds, Shude-hill; Lower Turk's Head, Shude-hill; Mosley Arms, Piccadilly; Ditto, Shude-hill; New Boar's Head, Hyde's Cross; Old Boar's Head, Hyde-cross; Palace Inn, Market-street; Peacock, Market-street; Royal Hotel, corner of Mosley-street, (the Mails go from here); Swan Inn, Market-street; Swan, Whitley-grove; Talbot, Market-street; White-swan, Shude-hill; Commercial, Market-street.

HACKNEY COACH AND CAR FARES.

These Fares are to be taken either for Time or Distance, at the discretion of the Driver.	*Carriages drawn by 2 Horses.*	*Carriages drawn by 1 Horse.*
The following Fares include a reasonable quantity of Luggage.	*s. d.*	*s. d.*
Any distance not exceeding 1172 yards	1 0	1 0
Any distance exceeding two-thirds of a mile, and not exceeding one mile or 1760 yards	1 6	1 0
And for every succeeding third of a mile, or 586 yards	0 6	0 4
If for time, then for any time not exceeding a quarter of an hour.....	1 0	1 0
For every succeeding quarter of an hour	0 6	0 4
For every stoppage to take up more than once, and to set down more than twice, an additional	0 6	0 4
For every quarter of an hour waiting, after being called	0 6	0 4

BANKERS,

WITH THEIR CORRESPONDENTS IN LONDON.

Manchester Bankers.	*Correspondents in London.*
Bank of England Branch Bank.	Bank of England.
Savings' Bank, Mr. Jn. Atkinson, Agent, 1, Cross-street.	
Cunliffes, Brooks, & Co. Market-st.	R. Cunliffe, jun, & Co.
Daintry, Ryle, & Co. Norfolk-st.	Whitmore, Wells, & Co.
B. Heywood & Co. St. Anne's-st.	Masterman & Co.
W. Jones, Lloyds, & Co. King-st.	Jones, Lloyd, & Co.
Scholes, Tetlow, & Co. Cannon-st.	Curries & Co.
Bank of Manchester, Market-st.	Denison & Co.
Manchester and Liverpool District Bank, Spring Gardens.	Smith, Payne, & Co.

Northern and Central Bank, Crown-street.	Westminster Bank.
Union Bank, Crown-street.	Glyn & Co.
Commercial Bank of England, Mosley-street.	Masterman & Co.
Manchester and Salford Bank, King-street.	Williams, Deacon, & Co.
South Lancashire Bank, Crown-street.	Barclay & Co.

THE TOWN HALL

is a noble erection, of the Ionic order, surmounted with a handsome dome. It is well worthy of a visit.

THE NEW EXCHANGE.

This very handsome erection has two grand entrances; one in Market-street, the other in Exchange-street. The building is of the Doric order. The columns are fluted, and are 27 feet high. The Post-office forms a part of this pile. The Exchange Room is elegant and spacious; it comprises an area of 4000 feet.

CHURCHES.

There are in Manchester 23 Churches, and 3 Chapels, connected with the Establishment; the principal one being the Old, or Collegiate Church. This is a noble specimen of decorated Gothic architecture; both internally and externally it is well worthy of notice.

The *Independents* have 7 Chapels; the *Irvingites* 1; the *Catholics* 4; the *Baptists* 3; the *Methodists* 24; the *New Jerusalem Sect* 2; the *Presbyterians* 1; the *Scotch Church* 1; *Unitarians* 4; *Welsh Baptists, Calvinists, Independents, Methodists*, 7.

THE CEMETERY

is situated in Rusholme-road. It covers an area of four acres; but it is not to be compared with the establishments of Liverpool.

THE CHETHAM LIBRARY.

is under the same roof as Chetham's Hospital, or Blue Coat School. It is rich in old and curious books, in works of Ecclesiastical History, Theology, and Antiquities. It has also some MSS. Strangers are gratuitously admitted, and may have access to the books, from half-past eight o'clock till twelve in the morning, and from one to five in the afternoon.

THE PORTICO

contains a Library and News-room. It is situated in Mosley-street. One Subscriber can admit a stranger to read the papers, magazines, &c. for three days—two Subscribers can extend the privilege for a month.

MANCHESTER SUBSCRIPTION LIBRARY,

is in Exchange-buildings, Ducie-place. It contains about 20,000 volumes, and has 400 subscribers.

THE SUBSCRIPTION LIBRARY,

in Exchange-buildings; Librarian, Mr. W. Bamford. This Library has about 350 subscribers.

THE SUBSCRIPTION LIBRARY

FOR PROMOTING GENERAL KNOWLEDGE,

is in Newall's Buildings, Market-street. Contains about 6000 volumes, and has 350 subscribers.

THE ROYAL MANCHESTER INSTITUTION,

for the encouragement of Arts and Sciences, is situated in Mosley-street. It is a splendid erection, and in it is held an exhibition of Paintings. Manchester has also an *Agricultural* and a *Horticultural Society*, and a *Natural History Society*.

THE MECHANICS' INSTITUTION

is a noble building, situated in Cooper-street. Regular courses of Lectures are delivered, syllabuses of which may be there gratuitously obtained.

CHARITABLE INSTITUTIONS.

Manchester Royal Infirmary, Dispensaries, and Lunatic Asylum; Piccadilly, Salford, and Pendleton Dispensary, 19, Bank Parade.
House of Recovery,—Aytown-street.
Lying-in Hospital,—Stanley-street, Salford.
Sick Hospital,—16, Bond-street.
Female Penitentiary,—Rusholm-road.
Institution for curing Diseases in the Eye,—85, Faulkner-street.
The Humane Society's Receiving Houses are four in number, viz.—Lying-in Hospital, Stanley-street; the Ardwick and Ancoats Dispensary; the Lying-in Hospital, Salford; and the Salford and Pendleton Dispensary.
The Chorlton and Medlock Dispensary.
The Workhouse,—Strangeways.
The Vagrant Office,—Do.
The Salford Workhouse,—Green-gate.
The Pendleton Workhouse,—Ford-lane.
Manchester and Salford District Provident Society,—Office 11, St. James's-square.

Besides the above, there are various sums bequeathed for purposes of charity, amounting to the annual income of upwards of £5,000.

THE REPOSITORY

is situated in St. Anne's-square. It is an excellent institution, and well deserves a visit from the stranger.

THE ALBION BAZAAR.

The principal entrances to the Bazaar are in Deans gate and Police-street.

THE THEATRES.

The Royal Theatre is situated in Fountain-street. It is rented by the proprietor of the Liverpool Theatre

Royal, and is visited by his Company from Christmas to Easter, and occasionally during the other months of the year.

The Queen's Theatre is in York-street. Its performances are confined to pantomimes, melo dramas, &c. &c., similar to the regulations of other minor theatres.

The Assembly Rooms are situated in Mosley-street. They were erected at an expense of £7,000, and consist of a Ball Room, Tea Room, Card and Billiard Rooms. *The Club House* is in Mosley-street, next to the Royal Institution.

The Concert Hall is situated in Lower Mosley-street; it was opened in 1831, and its interior is both capacious and elegant.

The Albion Club House is just established, and is situated in King-street. *The Billiard Room* is in Mosley-street.

BATHS.

There are *Public Baths* situated at the entrance of the Infirmary Walks. The profits of these Baths are appropriated to the use of the Dispensary.

The Adelphi Swimming Baths, Reservoir Terrace, Salford, are of a very superior description.

The Medicated Vapour Baths are at No. 1, Lloyd-street.

Whitlaw's Medicated Vapour Baths, at 35, George-street.

The Dolphin Cold Baths, Horrocks, Red Bank.

THE BOTANIC GARDENS

are situated on the road to Altringham, about two miles from the Exchange.

THE MARKETS.

of Manchester are not so remarkable as those of Liverpool. The principal ones are, the NEW MARKET, in Brown-street; the FISH MARKET, in Market-place; and the TOWN-HALL and MARKET, in Salford, all of which are exceedingly well supplied.

THE NEW BAILEY PRISON

is situated in Stanley-street, Salford. It is an extensive building, arranged in the form of a cross.

We have not room further to notice the NEWSPAPERS, than just to say, that they are six in number; five published on Saturday.

THE MANCHESTER COURIER ....High Tory.
THE CHRONICLE .....Moderate Tory.
THE GUARDIAN.....Ministerial.
THE ADVERTISER .....Cobbettite.
THE TIMES .....Moderate Radical.

THE

BIRMINGHAM GUIDE.

BIRMINGHAM is a market town, and a borough by the Reform Bill, but not yet incorporated, in the Hundred of Hemlingford, situated upon a hill near the river Rea, in the county of Warwick, 109 miles from London, 97¼ from Liverpool. Population in 1821, 106,722—in 1831, 146,986. It is probable, therefore, that at this time the population is now from 180 to 200,000. Its markets are on Monday, Thursday, and Saturday; for hay on Tuesday; the latter is held in Smithfield, the former in the Market Hall. Fairs, Thursday and two following days in Whitsun week, and Thursday, Friday, and Saturday, in the last week of September.

We shall proceed to give a slight sketch of the ancient history of the town, and to direct the stranger to such objects of pleasure, curiosity, and convenience, as will render his sojourn either profitable or pleasurable, according to the pursuit with which he may be occupied.

First, then, as to the name. Hutton has given us a very feasible account of its origin, which I shall adopt as I have seen no better, and as it is not of vast importance.

The original name he states was Bromwich from *Brom* or *Broom*, a shrub, for the growth of which it appears its soil is specially favourable, and *wich* a descent—those words combined would then give us Bromwich, or the Broom-hill in more modern phra-

seology, which appears quite natural, as the original town was situated on an acclivity: the addition of *ham* he has also as ingeniously indeed as naturally accounted for. This word, it appears, is Saxon, and signifies a *home*; this, after the town had sprung into comparative importance, the lord of the soil might, and properly did assume its name, and it thus became Bromycham, or the *Broom-hill home*. Respecting the antiquity of the town, Mr. Hutton has, by his industrious examination of the neighbourhood, given us very good data, from which to prove the probability of its having been the armoury of our forefathers, previous to the invasion of the Romans. These people found us in a comparative state of barbarism, but still with evidence of the existence of a knowledge of manufactures. The mailed legions of Rome were, it is true, met by the naked Britons, but still were they mounted in chariots, with scythes attached to their axle-trees;—having this proof of their knowledge of smiths' work, we look for evidence of the place in which the iron was obtained and manufactured. This town was situated on one of the Roman roads (Icknield-street), and was a Roman station; this proves it was a place of importance. An examination of the neighbourhood has discovered many hundred coal pits which have been abandoned for ages; and the mountains of the refuse of melted ore prove that this manufacture is of equally ancient origin—the roads, also, bearing evidence of contemporary formation, may be traced, worn as they are to the depth of thirty, and even forty feet. Those are now filled up, but the industrious antiquarian has left us irrefragable evidence of their having existed.

To the next era, in which the town is specially

prominent in history, we now turn. The inhabitants were strong republicans; and when the war between the Parliament and Charles I. commenced, they took a very decided part against the king—arresting all messengers and persons supposed to be in his favor and occasionally attacking small parties, whom they seized and sent prisoners to Coventry. In 1643, Prince Rupert attacked the town with 1,500 men; the inhabitants, assisted by 150 musketeers and a few horse, stoutly, though unsuccessfully, opposed him, for which he pillaged and set fire to the town, and the inhabitants were glad to pay a heavy fine to put a stop to the excesses of his soldiers. This town exhibited a curious change in opinions when, on the 14th of July, 1791, a party having met at an hotel, to commemmorate the anniversary of the *French Revolution*, a mob there collected, and having broken the windows of the house, proceeded to the most atrocious acts of violence—they destroyed the Unitarian chapel, Doctor Priestley's dwelling-house, philosophical apparatus, and valuable manuscripts—an irreparable loss to science, as well as to the amiable individual to whom they belonged. Similar outrages continued for several days, until they were put a stop to by the arrival of the military from Oxford and Hounslow. A great number of the rioters were taken, and two suffered the extreme penalty of the law. Upwards of £60,000 worth of property was destroyed.

Birmingham was created a borough by the Reform Bill, and now sends two members to parliament. The constituency is about 6,532, and is composed of householders of £10 and upwards. The Borough comprises the parishes of Birmingham and Egbaston, the hamlets

of Deritend and Bordesley, and the townships of Duddeston and Nechells: the returning officers are the two bailiffs of Birmingham. The local government of this town is in the hands of officers chosen annually; these consist of two bailiffs, two constables, headborough, constable of the hamlet of Deritend, two ale conners, two flesh conners. It has no stipendiary, but fourteen of the county magistrates reside within the Birmingham division; the former is very much wanted, as except on the usual days of sitting, there is frequently great difficulty in finding a magistrate, when required. If we except Liverpool, perhaps no place has within the last few years improved its trading and commercial relations to such an extent as this town. As a manufacturing place it is unrivalled; but to enumerate its various productions would be impossible in this sketch, suffice it to say, that every thing which can be produced from iron, brass, copper, silver, and the various combinations of which these metals are susceptible, may be here obtained. In the time of the war, the government contract alone was usually 30,000 muskets per month; the manufacture of swords and army accoutrements still employs a large number of hands. We shall now direct the attention to three establishments, an inspection of which will give the reader an idea of the state of the arts in this important manufacturing town.

Messrs. Collis and Co.'s Establishment must be visited by every one who intends to have an idea of the state of the manufactures in Birmingham. It is situated in Church-street, adjoining St. Phillip's church-yard. The proprietors, with the greatest liberality, have appointed servants to attend visitors through the workshops and warehouse-rooms. In the former the stranger will see

the various processes which are necessary to bring the crude metal to the forms of singular beauty and elegance with which the ware-rooms abound. This establishment has produced works of more than ordinary proportions and importance, among which may be noticed the celebrated Warwick Vase, which is 21 feet in circumference, and the copper bronze statue of George IV.

Messrs. Maplebeck and Low's Show Rooms now claim our attention, and without any intention of detracting from other establishments, we may with truth assert, that a finer exhibition of cutlery and steel articles could not be produced, in this or any other town; and the almost endless variety of patterns, in which the visiter will see this apparently untractable metal formed, will give him a high idea of the state of this department of trade in Birmingham.

Messrs. Jennens and Bettridge's Establishment exhibits another department in the arts, for which Birmingham is now celebrious. A Birmingham man and a Birmingham blacksmith were once almost synonimous terms; now the most delicate efforts of art are exhibited as the produce of this universal manufactory. In the above establishment may be seen every variety of article in which the *papier mache* is capable of being produced: elegant tea-trays, ladies' work-boxes, and cabinets are exhibited in endless variety and beauty.

We must refer to the notices at the end of the work, as our limits forbid further description. In these will also be found very much useful information respecting the place.

THE POST OFFICE

is situated on Bennet's Hill, New-street; it is a neat erection, and has lately been considerably enlarged.

The following statement shews the time of arrival and departure of the various Mails.

MEM.—5h. 8m. means 8 minutes past 5, and so on in every other instance.

ARRIVALS.

Bristol Mail, 5h. 8m. A.M.—With bags from Falmouth, Exeter, Bath, Bristol, Gloucester, Duraley, Cheltenham, Tewksbury, Wootton, Worcester, Droitwich, Broomsgrove.

London (Carlisle) *Mail,* 6h. 31m. A.M.—Barnett, St. Albans, Northampton, Towcester.

London (Holyhead) *Mail,* 7h. 1m. A.M.—Dunchurch, Dunstable, Fenny Stratford, Stoney-Stratford, Daventry, Coventry.

Banbury Mail, 7h. 50m. A.M.—Solihull, Warwick, Leamington, Southam, Banbury, Buckingham, Brackley, Bicester, Aylesbury, Tring, Berkemstead, Hemelhemstead, Watford, Stanmore, Edgeware.

Tamworth Mail, 10h. A.M.—Tamworth.

Chipping-Norton Mail, 10h. 23m. A.M.—Chipping-Norton, Oxford, Shipstone, Stratford-on-Avon, Woodstock.

First Railway mail, DUE 11h. 15m. A.M.—Dublin (when the Packet reaches Liverpool in time), Liverpool, Manchester, Warrington, Edinburgh, Glasgow, Preston Brook, Newcastle, Eccleshall, Stone, Stafford, Penkridge, Wolverhampton, Walsall.

Shrewsbury mail, 12 Noon.—Bilstone, Shiffnall, Shrewsbury.

Second Railway mail, DUE 4h. 15m. P.M.—Liverpool, Manchester, Warrington, Stafford, Wolverhampton.

Sheffield mail, 4h. 25m. P.M.—Barnsley, Chesterfield, Leeds, Sheffield, Wakefield, Burton, Derby, Nottingham, Lichfield.

Yarmouth mail, 5h. 2m. P.M.—Coventry, Hinckley, Leicester, Grantham.

Leamington mail, 5h. 35m. P.M.— Leamington, Warwick, Solihull.

Worcester Mail, 5h. 50m. P.M.—Broomsgrove, Droitwich, Worcester 5h. 50m. P.M. *Messengers from* Great Barr, Oldbury, Hales Owen, and Castle Bromwich.

Stourport Mail, 6h. 30m. P.M.—Dudley, Bewdley, Stourbridge, Kidderminster, Stourport.

London, (via. Chester, to Holyhead) Mail, at 6h. 45m. P.M. with a foreign bag from London.

Third Railway Mail, DUE 7h. 15m. P.M.—Glasgow, Edinburgh, Carlisle, Lancaster, Preston, Wigan, Liverpool, Manchester, Prescot, Warrington, Preston Brook, Chester, Northwich, Middlewich, Congleton, Nantwich, Newcastle, Market Drayton, Stone, Eccleshall, Stafford, Penkridge, Wolverhamton, Walsall.

Holyhead Mail, 7h. 24m. P.M.—Bilston, Shiffnal, Wellington, Shrewsbury, Oswestry, Chirk, Llangollen, Corwen, Bangor, Holyhead.

Fourth Railway Mail, DUE 11h. 15m. P.M.—Liverpool, Manchester, Warrington, Stafford, Wolverhampton.

DESPATCHES.

Sheffield Mail, 5h. 38m. A.M.—With Bags for Barnsley, Chesterfield, Leeds, Sheffield, Wakefield, Burton, Derby, Nottingham, Lichfield.

First Railway Mail, 6h. 45m. A.M.—Walsall, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, Market Drayton, Congleton, Nantwich, Middlewich, Northwich, Chester, Preston Brook, Warrington, Liverpool, Manchester, Prescot, Wigan, Preston, Lancaster, Carlisle, Edinburgh, Glasgow.

Holyhead Mail, 7h. 36m. A.M.—Bangor, Corwen, Chirk, Holyhead, Llangollen, Oswestry, Bilstone, Shiffnall, Shreswbury, Wellington, Dublin.

London (Chester) *Mail*, at 7h. 38m. A.M., with Letters passing through London.

Yarmouth Mail, 7h. 45m. A.M.—Coventry, Grantham, Hinckley, Leicester.

Worcester Mail, 7h. 45m. A.M.—Broomsgrove, Droitwich, Worcester, *London Bags for Broomsgrove and Droitwich.*

Leamington Mail, 8h. A.M.—Solihull, Warwick, Leamington.

Stourport Mail, 8h. A.M.—Dudley, Stourbridge, Bewdley, Kidderminster, Stourport.

8h. A.M.—*Messengers to* Great Barr, Oldbury, Sutton, Castle Bromwich, Hales Owen.

Second Railway Mail, 11h. 15m. A.M.—Dublin, Wolverhampton, Stafford, Warrington, Prescot, Manchester, Liverpool.

London Mail, 11h. 40m. A.M.—Coventry, Dunchurch, Daventry, Dunstable, Towcester, Stoney Stratford, Fenny Stratford, St. Albans; and on Tuesdays and Fridays a *Foreign Bag* for London.

Third Railway Mail 2h. 15m. P.M.—Walsall, Wolverhampton, Penkridge, Stafford, Stone, Eccleshall, Newcastle, Nantwich, Middlewich, Chester, Preston Brook, Warrington, Liverpool, Manchester.

Chipping-Norton Mail, 3h. P.M.—Chipping-Norton, Oxford, Shipstone, Stratford-on-Avon, Woodstock.

Shrewsbury Mail, 3h. 30m. P.M.—Bilston, Shiffnall, Shrewsbury.

Tamworth Mail, 4h. P.M.—Tamworth.

Fourth Railway Mail, 6h. 45m. P.M.—Wolverhampton, Stafford, Warrington, Liverpool, Manchester.

Banbury Mail, 6h. 50m. P.M.—Solihull, Warwick, Leamington, Southam, Banbury, Buckingham, Brackley, Bicester, Aylesbury, Tring, Berkhamstead, Hemel Hemstead, Watford, Stanmore, Edgeware.

London (Holyhead) *Mail*, 7h. 53m. P.M.—Barnet, Dunchurch, Dunstable, Fenny Stratford, St. Albans, Stoney Stratford, Towcester, Daventry, Northampton, London.

Bristol Mail, 8h. P.M.—Falmouth, Exeter, Bath, Bristol, Dursley, Gloucester, Cheltenham, Wootton, Droitwich, Tewkesbury, Worcester, Broomsgrove, Salisbury.

London Mail, 11h. 30m.—With a *second* London Bag.

The Letter-Box closes at 7 A.M. for the despatch of the Mails to Holyhead, Yarmouth, Worcester, Leamington, and Stourport; at 7 P.M. for the despatch of the London and Bristol Mails, and half an hour previous to the departure of any of the other Mails.

DELIVERIES.

The delivery at the Office Window commences at about a quarter after 8 A.M. with the Letters brought by the Bristol, London, and Banbury Mails. Letters brought by the other Mails are ready for delivery in 30 minutes after their arrival, until 7 P.M., at which period the Delivery Window is closed. At half-past 8 P.M. it opens again for the delivery of Letters arriving by the Stourport, *third* Railway and Holyhead Mails, and it continues open until 10 P.M.

There are *two general deliveries by Letter Carriers* throughout the town, the first commencing at a quarter after 8 A.M., and the second at a quarter after 5 P.M., except on Sundays, when there is no *afternoon* delivery. Any delay in the arrival of a Mail occasions a corresponding delay in the delivery.

We shall now take a hasty sketch of the Town, its Public Buildings, Offices, and Institutions. Those devoted to the relief of human sorrow and suffering, are very considerable, not only in the extent of their means but in their number. The fine arts are highly cultivated in this town, the importance of a school of design, and the cultivation of a correct taste, being well appreciated—indeed being essential to the prosecution of the extensive and elegant manufactures for which it is so deservedly celebrated.

CHURCHES, CHAPELS, &c. &c.

Birmingham has 12 Churches, all of which are within the Archdeaconry of Coventry and diocese of Worcester, and the following places of worship for various denominations of Dissenters:—Inde-

pendents, 3; Baptists, 4; Methodists, 3; Scotch Church, 1; Society of Friends, 1; Catholics, 2; Unitarians, 2; Jews, 1; St. Martin's, the original parish church, is charged in K.B. £19 13s. 6½d. It has a fine spire; the other portion of it has a mean appearance, the original stone structure having been cased with brick. St. Phillip's is the handsomest ecclesiastical erection in the town, and being situated in an area of four acres, it can be seen to advantage. Several of the others are imposing edifices, in which the Grecian style principally obtains, but we have not here room to notice them separately.

PUBLIC BUILDINGS AND INSTITUTIONS.

The TOWN HALL ranks the first under this head, and is a fine erection of Anglesea marble, and of the Corinthian order; it is open to the inspection of the public, and is one of the Lions of Birmingham. It has one room which is estimated to contain about 9000 persons, in which is one of the finest organs in the kingdom: it may be heard every Thursday between one and two o'clock. In this room the Musical Festival is held (the profits of which are given to the General Hospital).

The GRAMMAR SCHOOL is a splendid Gothic edifice, erected from the designs of Mr. Barry, who is about to erect the new Houses of Parliament. It is situated in New-street, and is one of the most splendid erections in the town of Birmingham. It was founded in the time of Edward the Fifth; and

though the original income was not large, its present revenue is estimated at from 4 to £5,000 per annum. In ten years time this income will be doubled, by reason of the expiration of leases. There will then be Four Elementary Schools, and a good English commercial scientific education, in addition to the present classical advantages. The edifice erected in 1707 has been lately removed, and the ground is now occupied by the present School.

The MARKET HALL is a handsome building, tastefully arranged; its principal entrance is in High-street. It is well supplied, and has every convenience for the transaction of business.

The GENERAL HOSPITAL and the GENERAL DISPENSARY are also handsome erections, as also are several others in the following list of public Offices, Institutions, and Charities.—The PUBLIC OFFICE and PRISON is situated in Moor-street. It contains the Police and other Public Offices.—The ASSAY OFFICE is in Little Cannon-street. Its name designates its purpose.

The GUN BARREL PROOF HOUSE is situated in Banbury-street, on the banks of the Canal. This is a great convenience to the manufactories in Birmingham, and produces a very large revenue.

The CAVALRY BARRACKS were erected soon after the riots in 1791; they are situated near Vauxhall; the approach is from Great Brook-street.

The Charities of Birmingham are too numerous to mention. Among the most prominent, however, are the following:—

The GENERAL HOSPITAL, the DISPENSARY, the MAGDALEN INSTITUTION, the WORKHOUSE, LENCH'S TRUST, FENTHAM'S TRUST, the EYE INFIRMARY, the MENDICITY SOCIETY, the ASYLUM, DEAF AND DUMB SCHOOL is open to visitors every day at twelve o'clock.

LITERARY AND SCIENTIFIC INSTITUTIONS.

Birmingham has a PHILOSOPHICAL SOCIETY, situated in Cannon-street; a MEDICAL SCHOOL, in Paradise-street; a HORTICULTURAL SOCIETY, in the Gardens of which are extensive conservatories and hot-houses, situated in the parish of Edgbaston.

A MUSEUM, Temple-row, is well worthy of attention. It is open daily; admittance, one shilling.

A SOCIETY OF ARTS, situated in New-street, and one of the handsomest architectural specimens which the town affords. It has a splendid portico of the Corinthian order. This institution has been of great advantage to the town, and perhaps, with the exception of the Museum, in London, contains as fine a collection of Casts, &c. &c. as any in the kingdom.

A MECHANICS' INSTITUTION—but, strange to say, in this town of mechanics, it has not a building specially devoted to its objects. The classes meet in the School Buildings, Old Meeting-street, in which is the Library and News-room, and the Lectures are delivered at the Theatre of the Philosophical Institution, Cannon-street.

TWO LIBRARIES, viz.—the OLD LIBRARY, situated in Union-street, which contains from 17 to 18,000 volumes, and has about 600 subscribers. The NEW LIBRARY, in Temple-road, West, which has perhaps a fourth of the above number of volumes, and 350 subscribers. Its Library, has, however, been judiciously selected, and is rapidly increasing.

LAW LIBRARY, Waterloo-street.

A NEWS AND COMMERCIAL ROOM, situated on Bennett's Hill. It is well supplied with newspapers and publications relating to commerce. The News Rooms are open to strangers.

THE BLUE COAT SCHOOL is situated in St. Phillip's Churchyard. It is supported by subscriptions and endowments. In it are 110 boys and 50 girls, clothed and educated.

Birmingham has also to boast of a NATIONAL SCHOOL; PROTESTANT DISSENTERS' SCHOOL; a LANCASTERIAN SCHOOL; two INFANT SCHOOLS, and many SUNDAY SCHOOLS.

The Grand Junction Railway Office

is situated at the bottom of Curson-street, adjoining the London and Birmingham station. For Regulations, Time of Starting, &c. see page 17.

The London and Birmingham Railway Office,

is at the bottom of Curson-street. For time of starting and fares, see the following tables.

LONDON AND BIRMINGHAM TRAINS.

TIME TABLE.

	From London.	*From Denbigh Hall by Coach to Rugby.*	*From Rugby.*	
DOWN.	7½ a.m.	10 a.m.	2½ p.m.	to Birmingham.
	9½ a.m.	12 a.m.	4½ p.m.	to do.
	*11 a.m.	——	——	to Denbigh Hall.
	1 p.m.	3½ p.m.	8 p.m.	to Birmingham.
	*3 p.m.	——	——	to Denbigh Hall.
	*5 p.m.	——	——	to do.
	7 p.m.	——	——	to do.
	8½ p.m.	——	——	to do. (Mail)
	From Birmingham.	*From Rugby by Coach to Denbigh Hall.*	*From Denbigh Hall.*	——
UP.	——	——	4 a.m.	to London (Mail).
	——	——	*7 a.m.	to do.
	——	——	*9½ a.m.	to do.
	9 a.m.	10½ a.m.	1 p.m.	to do.
	——	——	3 p.m.	to do.
	12 a.m.	1½ p.m.	5 p.m.	to do.
	1½ p.m.	3 p.m.	6 p.m.	to do.
			7½ p.m.	to do.

ON SUNDAYS.

	From London.	*From Denbigh Hall by Coach to Rugby.*	*From Rugby.*	
DOWN.	7½ a.m.	10 a.m.	2½ p.m.	to Birmingham.
	*9½ a.m.	——	——	to Denbigh Hall.
	*5 p.m.	——	——	to do.
	8½ p.m.	——	——	to do. (Mail).
	From Birmingham.	*From Rugby by Coach to Denbigh Hall.*	*From Denbigh Hall.*	——
UP.	——	——	4 a.m.	to London (Mail).
	——	——	*7½ a.m.	to do.
	——	——	*5 p.m.	to do.
	1½ p.m.	3 p.m.	7½ p.m.	to do.

LONDON AND

SCALE

STATIONS.	Distance	London		Harrow		Watford		Boxmoor		Berkhampstead		Tring	
		Class 1st.	Class 2nd.	Class 1st.	Class 2nd.	Class 1st.	Class 2nd.	Class 1st.	Class 2nd.	Class 1st.	Class 2nd.	Class 1st.	Class 2nd.
	Miles.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
HARROW.....	11¼	3 0	2 0										
WATFORD	17½	4 6	2 6	1 6	1 0								
BOXMOOR	24½	6 0	3 6	3 0	1 6	1 6	1 0						
BERKHAMPSTEAD	28	6 6	4 0	3 6	2 0	2 0	1 6	1 6	1 0				
TRING	31¼	7 6	4 6	4 6	2 6	3 0	2 0	2 0	1 6	1 6	1 0		
LEIGHTON.....		9 6	6 0	6 6	4 0	5 0	3 6	3 6	2 6	3 0	2 0	2 6	1 6
DENBIGH-HALL		11 6	7 6	8 6	5 6	7 0	5 0	5 6	4 0	5 0	3 6	4 0	3 0
Stony Stratford ..		13 6	9 0	10 6	7 0	9 0	6 6	7 6	5 6	7 0	5 0	6 0	4 6
Towcester		16 6	11 0	13 6	9 0	12 0	8 6	10 6	7 6	10 0	7 0	9 0	6 6
Weedon		19 0	12 6	16 0	10 6	14 6	10 0	13 0	9 0	12 6	8 6	11 6	8 0
Daventry.....		21 0	14 6	18 0	12 6	16 6	12 0	15 0	11 0	14 0	10 6	13 6	10 6
Dunchurch.....		23 0	16 0	20 0	14 0	18 6	13 6	17 0	12 6	16 6	12 0	15 6	11 6
RUGBY.....		24 0	16 6	21 0	14 6	19 6	14 0	18 0	13 0	17 6	12 6	16 6	12 0
COVENTRY ...		26 0	18 0	23 6	16 6	22 0	16 0	20 6	15 0	20 0	14 6	19 0	14 0
BIRMINGHAM ..		30 0	20 0	28 0	19 0	26 6	18 6	25 0	17 6	24 6	17 0	23 6	16 6

BIRMINGHAM RAILWAY.

OF FARES.

Leighton		Denbigh Hall		Stony Stratford		Towcester		Weedon		Daventry		Dunchurch		Rugby		Coventry	
Class		Class		Class		Class		Class		Class		Class		Class		Class	
1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0	1 6																
0 3 0		2 0	1 6														
0 5 0		5 0	3 6	3 0	2 0												
6 6 6		7 6	5 0	5 6	3 6	2 6	1 6										
6 8 6		9 6	7 0	7 6	5 6	4 6	3 6	2 0	1 6								
6 10 0		11 6	8 6	9 6	7 0	6 6	5 0	4 0	3 6	2 0	1 6						
6 10 6		12 6	9 0	10 6	7 6	7 6	5 6	5 0	4 0	3 0	2 0	1 6	1 0				
0 12 6		15 0	11 0	13 0	9 6	10 0	7 6	7 6	6 0	5 6	4 0	3 6	2 6	2 6	2 0		
6 15 0		19 6	13 6	17 6	12 0	14 6	10 0	12 0	8 6	10 0	6 6	8 0	5 0	7 0	4 6	4 6	2 6

HACKNEY COACHES.

		Coach, 2 Horses.		Do., 1 Horse.	
Not exceeding	half a mile	1s.	0d...	1s.	0d.
„	a mile	1	6 ..	1	0
„	a mile and a half	2	0 ..	1	6
„	two miles.....	2	6 ..	2	0
„	three miles	3	6 ..	3	0
„	four miles	5	0 ..	4	0

Returning with the same fare, half the above. The Coachman at liberty to charge by time or distance: 20 minutes, 6d.; 40 minutes, 1s.; and from between 12 at night and 6 in the morning, double fares.

Canal and Waggon Carriage is so seldom wanted by a stranger, that it is here omitted.

BANKERS.

Birmingham Bankers.	*Correspondents in London.*
Attwoods, Spooner & Co., New-street.	Spooner, Attwood & Co.
Birmingham Banking Company.	Jones, Lloyd, and Co.
Ditto Borough Bank.	Prescott & Co.
Ditto Branch Lichfield, &c.	Sir R. Glyn & Co.
Ditto Branch Bank of England.	Bank of England.
Ditto Midland.	William Deacon, & Co.
Ditto Town and District.	Barclay, Bevan, & Co.
Moilliett & Son Cherry-street.	Sir J. W. Lubbock & Co.
National Provincial.	Hanbury, Taylor, and Lloyds.
Savings Bank.	
Taylors & Lloyd's, Dale-end.	Hanbury & Co.

HOTELS AND COACH OFFICES.

The principal Hotels are the following:—Albion, High-street, Coach, Family, and Commercial; Castle, High-street, Coach, Family, and Commercial; George, Digbeth, Commercial; Hen and Chickens, New-street, Coach, Family, and Commercial; King's Head, Worcester-street, Commercial; Lamp Tavern, Bull-street;* Nelson, High-

* We mention it for the singular fact, that a substantial dinner is set out for 1s. per head. Short Stages start from this Tavern.

street, Coach, Family, and Commercial; Pump, Commercial; Royal, Temple-row, Family Hotel. The Proprietor, Mr. Dee, has been lately appointed Post-master to her Majesty the Queen. New Royal, New-street, Family Hotel; Saracen's Head, Bull-street, Coach, Family, and Commercial; St. George's Tavern, High-street, Coach, Family, and Commercial; Swan, High-street and New-street, Family and Commercial; Stork, Old-square, Family and Commercial; Union, Union-street, Commercial; Vauxhall Hotel; White Hart, Digbeth, Commercial; Wool Pack, Moor-street, Commercial.

BATHS.

Many of the Hotels have Baths attached to them, but the only Public Baths are situated near Smallbroke-street, out of which there is a passage to the Establishment, which is perhaps as complete as any in the kingdom. We have not space to describe it, but recommend

THE LADYWELL BATHS to the inspection of the public.

AMUSEMENTS.

The public amusements in this town are not on a very extensive scale, nor indeed are they much patronised. The Theatre is a handsome erection, situated in New-street, opposite the Post-office. Vauxhall Gardens are at Vauxhall, near the late Birmingham and Liverpool Railway Station, and are open in the summer months. Subscription Balls and Concerts are occasionally held at the Royal Hotel; there are usually several concerts in the season, and of a very high character. The Balls also are very select.

NEWSPAPERS.

The circulation attached to each paper is taken from the Stamp Office returns, from the 1st of January to the 30th of June, 1837.

Monday ..ARIS'S GAZETTE. An old established paper, decidedly Conservative, but containing no original political articles. Circulation, 3,153 per week.

Thursday—HERALD (The). Devoted to business only. It is gratuitously circulated, and contains, in addition to the advertisements, commercial and other information required by men of business; no party politics are admitted. The circulation is 4,769 copies per week.

——— ADVERTISER (The). Tory; a violent partisan. Circulation, 961 per week.

——— PHILANTHROPIST (The). Philosophically Radical; a zealous advocate of the voluntary system. Circulation, 346 per week.

Saturday, JOURNAL (The). Thoroughly Radical; the organ of the Political Union. Its articles are generally terse and vigorous. Circulation, 2,115 per week.

We shall now close our remarks on this extensive and most remarkable manufacturing town by directing our readers' attention to the following objects which are deserving of notice, but for a description of which we have not space in this edition.

NELSON'S MONUMENT, situated in High-street.

The OLD ROMAN ROAD (Icknield-street), now Monument-lane. At Sutton Coldfield Heath, a place about seven miles distant, this road may be distinctly traced for three miles; it is well worthy of a visit.

PERROTT'S FOLLY, Monument-lane.

The PARTHENON, in New-street, and the group of buildings lately erected on Bennett's Hill.

INDEX.

	PAGE
Abernethy (educated at)	112
Acton Station and Township	48
Altringham	37
Anson (Viscount)	101
Apsley Hall	108
Aqualate Hall	116
Assay Office (Birmingham)	178
Ashley (Hamlet of)	82
Aston Hall (Cheshire)	46
—— Hall (Warwickshire)	133
—— Viaduct—Village of	132
Assembly Rooms (Manchester)	74
Bankers (Liverpool)	146
——— (Manchester)	162
——— (Birmingham)	184
Basford Hall	64
Baths (Liverpool)	148
——— (Manchester)	166
——— (Birmingham)	185
Bazaar (Manchester)	165
Bentley Hall	119
Bescott Hall, and Bridge Station	121
Betley Parish—Hall—Court and Mere	66
Bilston	118
Bird's Wood	46
Birmingham Guide	168
Blue Coat School (Birmingham)	180
Boulton and Watt	130
Brewood	108
Bridgenorth	114
Burslem	74

PAGE
Cannock, and Chace 105
Car Fares (Liverpool) 145
——— (Manchester) 162
——— (Birmingham) 181
Cemetery (Manchester) 163
Cemeteries (Liverpool) 149
Chapels (Liverpool) 155
——— (Manchester) 163
——— (Birmingham) 176
Chapel (Chorlton) 81
Cheadle 86
Cheshire (Entrance of) 39
Chester (City of) 41
Chetham Library (Manchester) 164
Chillington Hall (T. W. Giffard, Esq.) 108
Churches (Manchester) 163
——— (Birmingham) 176
——— (Liverpool) 154
Civil War (Incident in) 59, 66, 80
Cliefden 52
Club-house (Manchester) 166
Coach Offices (Birmingham) 180
——— (Manchester) 161
——— (Liverpool) 145
Cobridge 75
Congleton 60
Congreve, Sir William (Educated at) 112
Coppenhall Station and Township 57
Crewe Hall (Account of) 63
——— Station and Township 58

Darlaston 120
David Llewelyn (Death of) 40
Delamere (Lord) 53
Doddington Hall and Park (Account of) 65
Dunston 103
Dudley, and Castle 122
Drayton, or Market Drayton 79

Eardwick (Sampsen) 89, 95
Eaton Hall 54

PAGE

Eccleshall, and Castle 84

Elms, The 44
Embankments 98, 101, 103, 106, 132
Etruria 73
Excavations 67, 80, 117, 119, 127, 131
Exchange, Manchester 163
——— Liverpool 153
Excise Office, Liverpool 150

Fishing 47, 131
Foreign Packets 144
Four Ashes Station 107
Frodsham 40

General Hospital, Birmingham 178
——— Dispensary, Birmingham 178
Grand Junction Railway Office, Birmingham.... 180
Grange Hall 48

Hackney Coach Fares, Liverpool 145
——— Manchester 162
——— Birmingham 184
Halton Castle 38
Hamstead Hall 129
Handsworth 130
Hanley 72
Hartford Excavation, Station and Township .. 48
Hotels, Liverpool 146
Hotels, Manchester 161
Hotels, Birmingham.. 184
Hounds 68, 89, 116

James Bridge Station 120
Ingestrie Hall 99
JOURNEY TO NEWTON 22
——— NEWTON TO MANCHESTER 27
——— NEWTON JUNCTION STATION 31
——— BIRMINGHAM 34

Knutsford 50

	PAGE
Lane Delph	75
Lane-end and Longton	75
Lea Hall	129
Lear Hall	56
Leek	78
Libraries, Liverpool	157
——— Manchester	164
——— Birmingham	180
Lichfield	96
Literary and Scientific Institutions, Liverpool	156
——— Manchester	164
——— Birmingham	179
Liverpool Guide	137
Long Port, &c. &c.	74
London and Birmingham Railway Office, Birmingham	180
Low Hill, Mr. Pountnoy	110
Lunatic Asylum, Liverpool	154
Macclesfield	61
Maer Hall	81
Madeley Station and Parish	68
Manchester Guide	158
Manor Hall	56
Maplebeck and Lows' Establishment, Birmingham	172
Markets, Liverpool	152
——— Manchester	167
Market Hall, Birmingham	178
Marriage Custom	51
Mechanics' Institution, Liverpool	156
——— Manchester	165
——— Birmingham	179
Middlewich	55
Minshull Vernon Station and Township	56-7
Moore Station and Village....	39
Moore Hall	44
Nantwich	58
New Bailey Prison, Manchester	167
Newcastle-under-Lyne	68
Newport	93

PAGE
Northwich 49
Norton 84
Norton Priory, Account of 44
Nixon's Prophecies 54

Oxley Hall, the late Mr. Huskisson 110

Penkridge 104
Perry-bar Station 130
Perry Hall 129
Pic-nic Parties 97
Post-Office, Liverpool 140
———— Manchester 160
———— Birmingham 173
Potteries; and original seat of 71
Preston Brook Station and Township 45-6

RACES.... 135
Railway, Account of its Regulations 17
———— First application to Parliament 7
———— Time of Starting.... 18
———— Fares, Charges 19, 20, 21, 143
———— Highest and Lowest Point.... 101
Railway—*Particulars of Cost* 16
Rickerford 101
Rugeley 95
Runcorn 37

Salt, first place in which made 59
Salt Mines—Works 50, 54
Sandbach 59
Sandon 95
Sandwell Park 128
Seighford Hall, and Meadows 88
Shelton 73
Shenstone, The Poet 124
Shiffnal 113
Shugborough Park, Account of 101
Soho 129
Spread Eagle Station 107
Somerford Hall 113

PAGE
Staffordshire, Entrance of 65
Stafford and Castle 90, 91
Steam Packets 144
Stoke-upon-Trent 71
Stone 85
SUMMARY OF WORKS ON THE LINE 134
Sutherland, Duke of 80
Swinnerton Park 97
———— Hall 83

Tarporley 52
Teddesley Hall 104
Theatres, Liverpool 147
———— Manchester 166
Theatre, Birmingham 185
Trentham, Hamlet of 77
———— Seat of Duke of Sutherland 80
Tunstall Court 75

Uttoxeter 94

Vale Royal, Abbey, and Viaduct 53
Vauxhall Gardens, Birmingham 186
———— Station 133
Viaducts 39, 47, 52, 105, 134

Walsall 127
Warrington Station and Town 34
Wedgwood, Josiah 71
Wednesbury 121
Whitmore 77
Willenhall Station and Parish 117
Winsford Station 55
———— Lodge 56
Winwick 33
Wolverhampton, Town of.—Station 111
Woore 76
Wrine Hill 67

Zoological Gardens, Liverpool 149

SMITH AND GAWTHORP, PRINTERS, LIVERPOOL.

TO

STRANGERS AND VISITORS.

Many respectable establishments having requested the Publisher to insert Notices in this work, he considers they may afford, in many cases, important information to the Stranger; and has added a few pages for that purpose, without increasing the price of the book.

***** The Publisher of this Work will feel pleasure in giving Strangers and Visitors while in Liverpool any information which may contribute to their convenience. He also respectfully invites them to visit his Shew Room, fitted up expressly for the display of Engravings, and other Works of Art.**

LACEY'S REPOSITORY OF ARTS,
100, Bold-street, Liverpool.

☞ See also the few pages immediately preceding the Title and Map.

INDEX TO ADVERTISEMENTS.

	Page
Lacey's Notices	3, 4
Urquahart's Ware-rooms	5
Thomas Pearson	5
Public and Private Baths, Liverpool	6
Baths, Liverpool	7
Lessey's Marking Ink	7
Westall's Railway Hotel	7
S. Mordan & Co.	8
Ackermann & Co.	9
Bradshaw's Railway Map	10
M'Phun's Tourist's Guide	11
W. Curry & Co.'s Books for Irish Tourists	12, 13, 14
Swan Hotel, Wolverhampton	14
Labern's Botanic Cream	15
Barker & Co., Clothiers	16
G. R. Thomas, Birmingham	17
Vauxhall Tavern, Birmingham	17
John Law, Birmingham	17
Gillott's Steel Pens	18
Lunatic Asylum, Birmingham	19
Rollason's Shew Rooms	20
Mitchell's Steel Pens	22
Steam Packets, (St. George's)	22, 23
——— (City of Dublin)	24
——— (Glasgow and Liverpool	25
——— (Londonderry and Liverpool)	26
Langdale, Glovers, &c.	26
O'Donnell & Campbell	26
G. R. Collis & Co., Birmingham	27
Liverpool Tea Company	28
Towers's Angel Hotel	29
Edward Lacey, London	30, 31
Albion Hotel, Manchester	32
Godfrey, Optician	32

HENRY LACEY,

BOOK AND PRINTSELLER,

STATIONER,

CARVER AND GILDER,

AND

PICTURE FRAME MAKER.

100, BOLD-STREET, LIVERPOOL.

ENGRAVINGS:—after LAWRENCE, WILKIE, MARTIN, PROUT, LANDSEER, COOPER, HARVEY, BURNET, ALLAN, ROBERTS, NEWTON, HAYTER, CHALON, LESLIE, TURNER, MCCLISE, LEWIS, WOOD, BOSTOCK, &c.

Sporting Prints in great variety.

Books for Presents.—Many splendidly illustrated, in neat and elegant Bindings.

Juvenile Books.—More than 700 sorts, by approved Authors, from 6d. to 7s.

Albums and Scrap Books. — A beautiful Assortment, both in Style and Price.

Drawings for Albums, and Prints for Scrap Books.

Writing Papers and Stationery generally, at London Wholesale Prices.

Sealing Wax.—The finest Red or Black, 4s. 6d. per lb.

School Prizes and Presents.—A variety of beautiful and instructive Volumes, at very Low Prices.

Birth-Day and Bridal Presents, Parting and Mourning Gifts.

Color Boxes, by the first Makers, and Drawing Materials of all descriptions.

Bibles, Prayer Books, Church Service, and Companion to the Altar, in every variety of Binding.

HENRY LACEY, 100, BOLD-STREET.

Writing Cases, with or without Locks; Pocket Books and Note Cases; Tablets, in Ivory, China, &c.

Playing Cards, by De La Rue, Reynolds, and other Makers.

Picture Frames, in Gilt, Maple, Oak, and Rosewood.

Pocket Books, Almanacks, &c.

RAILWAY MAPS.

———— GUIDES.

VIEWS IN LIVERPOOL, WALES, ISLE OF MAN, and various other localities.

RAILWAY PUBLICATIONS of every description.

MAPS OF LIVERPOOL.

STRANGER'S GUIDE TO DITTO.

MAPS AND ROAD BOOKS:

GUIDES TO THE LAKES, SCOTLAND, IRELAND, WALES, ISLE OF MAN, &c.

BOOKBINDING, ENGRAVING, AND PRINTING,

Folios of Prints and Caricatures Lent for Evening Parties.

ADDRESS CARDS,

Engraved and Printed in the best Style, and at a few hours' notice.—Also

COMMERCIAL CARDS, AND INVOICE HEADS.

Merchants, Captains, and Traders,

SUPPLIED ON LIBERAL TERMS.

STRANGERS IN LIVERPOOL,

WHO ARE WHOLESALE AND RETAIL BUYERS IN

CARPETING,

DRUGGETS,

FLOOR CLOTH, &c.,

ARE RESPECTFULLY INVITED TO

THOS. URQUHART'S

WARE ROOMS, 71, LORD-STREET,

FIVE DOORS FROM PARADISE-STREET,

Where his Stock is replete with every description of the above Goods, and the Supply always kept up, adequate to the demand, with NEW GOODS as they are Manufactured.

CASH PRICES ASKED, AND NO ABATEMENT.

THOMAS PEARSON,

PATENT CUT NAIL MANUFACTURER,

HENEAGE STREET,

ASHTED,

BIRMINGHAM.



LADIES' AND GENTLEMEN'S

PUBLIC & PRIVATE BATHS,

GEORGE'S PIER HEAD,

LIVERPOOL.

HENRY. PENN

Begs leave to inform the Inhabitants of Liverpool and Visitors, that Baths may be had during the Season, between the hours of Six o'Clock in the Morning and Nine o'Clock in the Evening, on the following Terms:—

COLD BATH.

Subscribers for Six Months to the Public Bath...	£1	10	0
Children under Twelve Years of Age	1	0	0
Non-subscribers for each time of Bathing	0	1	0
Detached Private	0	1	6
Shower.....	0	1	0
Children under Twelve years of Age	0	0	6

WARM BATH---NO SUBSCRIPTION.

Warm and Vapour	£0	2	6
Warm Shower.....	0	1	6
Tepid Plunge Bath.....	0	2	6

Ladies and Gentlemen Subscribing are particularly requested to Register their Names.

GREAT GEORGE'S BATHS,

CORNER OF

GREAT GEORGE-STREET AND GREAT GEORGE'S PLACE

LIVERPOOL,

RICHARD BIRD,

PROPRIETOR.

TERMS.

	s.	d.		£.	s.	d.
A Warm Bath.....	2	0	.. 12 for ..	1	0	0
A Vapour Bath	3	0	.. 6 ..	0	15	0
A Medicated Ditto.....	3	6	.. 6 ..	0	18	0
Hot Air or Sulphur Bath.....	3	6	.. 6 ..	0	18	0

Cloaks, Couches, Blankets, and Hot Towels included.

Respectable Attendants for Ladies and Gentlemen, and the Baths always in readiness.

LESSEY'S MARKING INK,

Requiring no preparation, is recommended as combining the requisites of despatch and permanency.

The process of writing on linen is here reduced to the utmost simplicity, and with the most satisfactory results; as the writing thus produced is not merely indelible, but becomes more clear and black by repeated washing.

Sold Wholesale by the Inventor, Piccadilly, Manchester, and Barclay, London.—Sole Agent in Liverpool,

H. LACEY, BOOK AND PRINTSELLER,
64, *BOLD STREET.*

W. WESTALL (FROM BIRMINGHAM).

RAILWAY HOTEL,

Exactly opposite the Company's Offices, Liverpool Road,

MANCHESTER.

FAMILIES, Commercial Gentlemen, and others, will find every accommodation and attention at the above Establishment, which, from its proximity to the Railway Stations, together with its short distance from the centre of the town of Manchester, affords every facility to parties arriving or departing by Railway.

The Bed-rooms will be found spacious and airy, combining comfort with cleanliness.

Every attention has been paid to the selection of the Wines and Spirits, which are of the first quality.

N.B. The house remains open every night till the arrival of the last Train.

S. MORDAN AND CO.

BEG TO CALL THE ATTENTION OF THE PUBLIC TO THE

FOLLOWING ARTICLES OF THEIR MANUFACTURE,

VIZ:—

Patent Ever-pointed PENCILS and LEADS.
Patent LOCKS with Seven Guards.
Patent Oblique and Counter Oblique STEEL PENS.
Patent Portable QUILL PENS.
Patent Joint PENHOLDERS for Ditto, in Silver and Gold.
A New Guide PENHOLDER, in Silver, much approved of.
Patent STYLOXYNON, or Pencil Sharpener.
Patent Parisian Spring PENHOLDER, and Short Pens for Ditto.
Cedar Drawing PENCILS, pure Cumberland Lead.
Fire Proof DEED BOXES, &c.
Iron CHESTS and BOOKCASES.
Iron DOORS for Strong Rooms.
Patent Spherical-Stoppered BOTTLES, for Scent, Æther, &c., mounted in Gold and Silver.
Patent INKSTANDS, for Travelling Desks, Pocket, &c.
New FOUNTAIN INKS, of superior construction.
Portable INKSTANDS, in Wood, Leather, &c.
LUMP INKS, CONE INKS, and Glass INKSTANDS, of every description.
TOILET BOTTLES, PASTILE BURNERS, ROSE-WATER BOTTLES, &c.
SMELLING BOTTLES, mounted in Silver and Gold, with S. M. and Co's. Improved Conical Stopper.
Preston SALTS, VINGRETTES, &c., &c.

CAUTION.—As Imitations have been made of many of their Articles, observe that each bears the Name, S. MORDAN AND Co., Makers, London.

Manufactory. 22, Castle-st., Finsbury, London.

N.B.—S. MORDAN will be happy to advise Persons taking out Patents for New Inventions, as to the best mode of manufacturing and laying the same before the Trade.

SOLD BY ALL STATIONERS, CUTLERS, AND FANCY REPOSITORIES.

RAILROAD VIEWS, &c.

PUBLISHED BY

ACKERMANN & CO., LONDON,

AND SOLD BY

H. LACEY, 100, BOLD-STREET, LIVERPOOL.

TWELVE COLOURED VIEWS OF THE LIVERPOOL AND MANCHESTER RAILWAY.—In Two Parts, each containing Six Plates, from Drawings made on the Line by Mr. T. T. Bury, with descriptive particulars, and an additional Plate of Carriages. Elephant 4to. Price, each part, 12s.; or the two parts, bound together, with a View of the Intersection Bridge, which crosses the Line near the foot of the Sutton Inclined Plane, and two long sheets of Trains of Carriages, &c., showing the different ways of conveyance. Price, complete, £2 2s.

SIX VIEWS OF THE LONDON AND GREENWICH RAILWAY—Sketched on the spot by G. F. Bragg; and on stone by himself, in the improved method of two tints. Imperial 4to. Price, the set, 5s.; coloured, 9s.

FIVE COLOURED VIEWS OF THE DUBLIN AND KINGSTOWN RAILWAY—From Drawings made on the spot by A. Nicholl, accompanied with description. Elephant 4to. Price 10s.

TWO COLOURED PLATES—Showing the different ways of conveyance on the Liverpool and Manchester Railroad, for passengers by the first and second class trains, luggage, cattle, and other live stock, merchandise, &c. Price 4s. 6d. each. The same in one sheet, on a reduced scale. Price 5s.

THE NEW GRAND ENTRANCE, LIME STREET, LIVERPOOL—Station at Edge Hill, and Lime-street station. On one sheet. Price, coloured, 5s.

VIEW OF THE INTERSECTION BRIDGE—On the line of the St. Helen's and Runcorn Gap Railway, crossing the Liverpool and Manchester line. Price, coloured, 4s. 6d.

GEOMETRICAL ELEVATION OF THE LONDON AND GREENWICH RAILWAY—Representing that portion crossing Corbett's Lane. Price, coloured, 6s.

VIEW OF THE GRAVESEND RAILROAD—As it was proposed passing through Greenwich Park. Price, coloured, 4s. 6d.

WESTMINSTER BRIDGE, DEPTFORD AND GREENWICH RAILWAY — As it will appear when viewed from the summit of the Duke of York's Column. Price, plain, 3s. 6d.; coloured, 10s. 6d.

BIRD'S EYE VIEW OF THE LONDON GRAND JUNCTION RAILWAY—From Skinner-street to Camden Town. Price, plain, 2s.; coloured, 4s.

THE ENTERPRISE STEAM OMNIBUS.—Price, in colours, 7s. 6d.

HANCOCK'S STEAM CARRIAGE.—Price, in colours, 5s.

THE THAMES TUNNEL.—Price, in colours, 5s.

THE CIVIL ENGINEER AND MECHANIST—Designed for the use of engineers, iron masters, manufacturers, and operative mechanics, &c. By C. J. Blunt and R. M. Stephenson. The working plans and general views of this work are laid down in original drawings of great practical accuracy and careful execution. Price, each part, with descriptive letter press, £1 1s. Parts I. to V. have appeared.

GENERAL RAILWAY MAP.

BRADSHAW'S New Map of the Railways, &c., of England Wales and Scotland, reduced from the celebrated and highly accurate Ordnance Survey.

The very extensive and important changes which have already taken place in the Inland Communications of this Kingdom, and other similar Projects of still greater magnitude and consequence being in progress, or contemplated, a Correct Map of the Railways has become a desideratum, indispensable to the interests of Science and Commerce, and to the utility of the public generally.

This Map is to contain the Line of each Railway, Canal, Navigable River, and Principal Road, with the Position of the Towns, &c., delineated with the greatest accuracy and distinctness: and to render the Railways most conspicuous, they will be separately coloured. Their gradients, levels, and inclinations, above low water mark at Liverpool, will also be indicated in feet and inches; by which plan, the comparative elevation of the face of the country can be readily ascertained.

The lines and gradients of the different Railways, &c., corrected up to the most recent improvements, will be inserted by their respective Engineers, who have kindly afforded their valuable assistance to this Work.

This Map will embody most of the information contained in the larger Canal Maps of the same Publisher, which were executed under the careful superintendence of the celebrated late Thomas Telford, Esq., F.R.S. L. & E.

TESTIMONIAL TO G. BRADSHAW'S MAPS OF CANALS, ETC.

"We, the undersigned, having had opportunities of using and comparing Mr. Bradshaw's Canal Maps, with the Lines of Navigation, &c. therein described, have no hesitation in recommending the same as a most useful, correct, and valuable work

"Thomas Telford, William Cubitt,
James Walker, I. Brunel."

The size of the Map will be 5 feet 4 inches, by 3 feet 4 inches.

PRICE TO SUBSCRIBERS,

In Sheets ....£1 11 6 | Mounted and Varnished....£2 5 0

Orders received by Edward Fry & Son, 4, Bishopgate-st.; and James Gardner, Mapseller, Regent-st., London; or by Geo. Bradshaw, the Engraver and Publisher, Manchester.

AGENT FOR LIVERPOOL,

HENRY LACEY,

PUBLISHER OF FREELING'S RAILWAY COMPANIONS,

100, BOLD-STREET,

BY WHOM SUBSCRIBERS' NAMES ARE RECEIVED.

TOURISTS VISITING SCOTLAND,

Are strongly recommended to possess themselves of the three following *compact little Guide Books.* The first gives an account of the various Steam Boat Tours, more especially those in the Highlands and among the Islands of Scotland—the second of the principal Land Scenes excelling in the beautiful and the picturesque—and the third gives a detailed account of the City of Glasgow. Each is done up separately, *vest pocket size*, in fancy cloth, gilt edges, and illustrated with Maps and Plates, price 2s. 6d.

I. THE SCOTTISH TOURIST'S STEAM BOAT POCKET GUIDE,

Embracing all the Pleasure Tours in the Highlands and Islands of Scotland.

II. THE POCKET GUIDE TO THE PICTURESQUE LAND SCENERY IN SCOTLAND,

Embracing Perthshire, Invernesshire, Dumbartonshire, the Falls of Clyde, and all the other Romantic Scenery.

III. THE POCKET GUIDE THROUGH GLASGOW.

With Map of the City, Plates of the Principal Buildings, &c., &c.

W. R. M'PHUN, PUBLISHER,
86, *Trongate, Glasgow.*

SOLD BY

GEORGE PHILIP, SOUTH CASTLE-STREET,

AND

H. LACEY, 100, BOLD-STREET, LIVERPOOL,

AND ALL OTHER BOOKSELLERS.

N. H. COTES, 135, CHEAPSIDE, LONDON.

WORKS FOR TOURISTS IN IRELAND,

PUBLISHED BY WM. CURRY, JUN. AND CO.,

9, UPPER SACKVILLE-STREET, DUBLIN.

SOLD BY ALL BOOKSELLERS IN THE UNITED KINGDOM.

GUIDE THROUGH IRELAND;

Being a Description of the Country, its Commerce, Manufactures, Scenery, and Antiquities; with an Appendix, containing a brief view of Botany, Geology, Population, &c., and numerous useful Tables; with a New Map of Ireland, and numerous Embellishments. Price 12s. bound.

This Work, which has been several years in preparation, has been drawn up with the greatest care from *actual survey*, and will be found by far the most accurate and complete Guide to Ireland ever published.

THE PICTURE OF DUBLIN,
OR GUIDE TO THE IRISH METROPOLIS,

Containing an account of every Object and Institution worthy of notice, together with a Brief Description of the surrounding Country, and of its Geology.

New Edition. Small 8vo., with a Plan of the City, and 13 Views, price 7s. 6d. cloth, or 8s. half bound.

"This Volume is truly what it professes to be, 'A Picture of Dublin.' Every stranger coming to this Metropolis should purchase this Guide, and carry it with him in his researches, and if he do, we will be bold to say, he may see more of the Beauties of Dublin in one week than many of its inhabitants have seen in their lives."—*Dublin Evening Mail.*

"A Geological Paper on the vicinity of Dublin, by Dr. Scouler, adds much to the value of this estimable little Volume."—*Athenæum.*

GUIDE TO WICKLOW.

Small 8vo., Map and Plates, 5s. cloth.

GUIDE TO KILLARNEY
AND GLENGARIFF.

Small 8vo., Map and Plates, 5s. cloth.

GUIDE TO GIANT'S CAUSEWAY.

New Edition, corrected. Small 8vo., Map and Plates, 5s. cloth.

"No tourist ought to set foot in Ireland without these little volumes. They are worth a dozen living guides, such as the inns supply. Our personal knowledge of the routes described, enables us to speak confidently of their correctness."—*Sun.*

Works for Tourists in Ireland—Continued.

MAP OF WICKLOW,

Beautifully engraved by Sidney Hall, on a large sheet. Price 2s. 6d. mounted for the pocket.

TWO MONTHS AT KILKEE,

A Watering Place in the County Clare, near the mouth of the Shannon; with an Account of a Voyage down that River from Limerick to Kilrush. By M. J. KNOTT, with Engravings, small 8vo., 6s. cloth.

ROAD MAPS OF IRELAND.

The following are now ready, neatly Coloured,
One Shilling Each—

1. BELFAST.
2. CORK.
3. LIMERICK.
4. WEXFORD.

TEN VIEWS OF
PICTURESQUE IRISH SCENERY.

Engraved by W. Miller, from drawings by George Petrie, R.H.A. India Proofs, 8vo., 7s. 6d.

BOTANY OF IRELAND.

Flora Hibernica; comprising the Flowering Plants, Ferns, Characæ, Musci, Hepaticæ, Lichenes, and Algæ of Ireland, arranged according to the natural system, with a synopsis of the genera, according to the Linnæan system. By James Townsend Mackay, M.R.I.A., &c., &c. 8vo. 16s. cloth.

AN ACCOUNT OF THE
CAVES OF BALLYBUNIAN,
COUNTY OF KERRY.

By William Ainsworth, Esq. With Engravings on Copper and Wood. 8vo., 4s. cloth.

KIRKWOOD'S MAPS AND PLANS

1. DUBLIN.
2. BELFAST.
3. IRELAND.
4. WICKLOW.

Beautifully printed on an Enamel Card, for the hat, One Shilling each; or on Cambric, for the waistcoat pocket, One Shilling and Sixpence each.

CURRY AND CO'S
NEW MAP OF IRELAND.

3s. 6d., in a Case.

Works for Tourists in Ireland—Continued.

CURRY AND CO'S
NEW PLAN OF DUBLIN.

2s. 6d., in a Case.

HISTORY OF SIEGE OF DERRY,
AND DEFENCE OF ENNISKILLEN, IN 1688–9.

By the Rev. John Graham, A.M., &c. New Edition, with Map and Plates, 12mo., 6s., cloth.

"We can recommend it with the greatest confidence to our readers, assuring them that it is a work of no ordinary importance, and is by far the best History of James's expedition in Ireland which has appeared."—*Edinburgh Literary Gazette.*

THE WEXFORD REBELLION,
A HISTORY OF ITS RISE, PROGRESS, AND SUPPRESSION IN 1798.

By George Taylor. Third Edition. 12mo., 3s. 6d., cloth.

"It gives a lively picture of the scenes in that rebellious period of which it treats."—*Glasgow Free Press.*

A HISTORY OF IRELAND,
CHIEFLY FOR THE USE OF YOUNG PERSONS.

By John James M'Gregor. Three vols., 18mo. 10s. 6d., half-bound, or 13s. 6d. embossed, with gilt edges.

SWAN HOTEL,

WOLVERHAMPTON.

ORIGINAL POSTING, FAMILY, AND COMMERCIAL HOTEL,

IN THE DIRECT LINE OF ROAD FROM LONDON TO SHREWSBURY.

At this Old Established House there are excellent accommodations for Families and Travellers.

***** An Omnibus from this Hotel to and from the Railway Station to meet each Train.**

BY SPECIAL

Appointment.  **Patronised by**

Her Majesty the Queen Victoria,
Her Majesty the Queen of Belgium,
Her Royal Highness the Duchess of Kent,
Her Royal Highness the Duchess of Gloucester,
Her Royal Highness the Duchess of Oldenbury,
His Majesty the King of Belgium,
His Majesty the King of Wirtemburg,
His Royal Highness the Prince George of Cambridge,
His Royal Highness the Prince Charles of Lichtenstien,
His Royal Highness the Prince Gagarin,
His Serene Highness the Prince Nicholas Esterhazy,
His Serene Highness the Duke of Brunswick,
His Grace the Duke of Beaufort,

And other Royal and Illustrious Personages.

LABERN'S BOTANIC CREAM,

COMPOSED OF VEGETABLE INGREDIENTS, AND CELEBRATED FOR STRENGTHENING AND PROMOTING THE

GROWTH OF HAIR,

AND COMPLETELY FREEING IT FROM SCURF.

Several eminent members of the medical profession have borne testimony to the merits of the Botanic Cream, by recommending it to their patients as the surest preventive against any casual baldness or hoariness, which may be produced by fever, sea bathing, or solicitude. And H. Labern, upon his own responsibility, begs to recommend it, as an efficient means for cleansing the hair from scurf, while it imparts to the same a beautiful gloss, and promotes a stability of curl, which neither damp weather nor exercise can dissipate.

Prepared and Sold by the Sole Proprietor,

H. LABERN, PERFUMER TO HER MAJESTY,

49, JUDD-STREET, BRUNSWICK SQUARE, LONDON.

In Pots at 1s. 6d., 2s. 6d., 3s. 6d., and 5s.; in Bottles at 3s. 6d. and 5s.; and in rich gilt Toilet Jars, 10s. 6d. each; and may be had of the following Agents:—

Birmingham—Elmore, Perfumer, Bull Ring; Pearman, Perfumer, Ann-street.
Liverpool—Thomson, Perfumer, Bold-street.
Newcastle-upon-Tyne—Parsons, Perfumer.

Trade Orders from the country to come through the following London wholesale houses:—Messrs. Atkinson, Bond-street; Pott, Regent-street; Patez, Lombard-street; Hendrie, Titchborne-street; Low and Son, Strand; Rigge, 65, and Butler, 4, Cheapside; Edwards, 37, and Newbery and Son, 45, St. Paul's Church-yard; Sutton and Co., Bow Church-yard; Hanney, 63, Oxford-street; and Barclay and Sons, Farringdon-street.

*** BEWARE OF COUNTERFEITS—ASK FOR
"LABERN'S BOTANIC CREAM."

GENTLEMEN'S DRESS,

The Economy and Fashion of it, from 12 years' experience, part of the time being spent in the first Establishment in London.

J. BARKER AND CO.,

(FROM STULTZ AND CO.,)

MILITARY TAILORS, LADIES' HABIT MAKERS, &c.,

12, GEORGE-STREET, HANOVER-SQUARE,

(Exactly Opposite St. George's Church,)

LONDON.

The test of Cheapness is Quality, and there is no article of which a Gentleman makes use so difficult to pass an opinion upon as Cloth; consequently, J. Barker is resolved to give none but the Best West of England Goods, and to purchase them direct from the Manufacturer, rather than rely upon Factors and Warehousemen, whereby he will not only insure quality, but obtain a saving of from 15 to 20 ℘ cent.

Thus determined, he feels confident, from his unceasing attention and the satisfaction he has given to many of the most fashionable of the Nobility, his Customers, that his Goods will command decided approval; and with all respect he submits the following very reasonable Prices.

Regimentals and Naval Uniforms.

	£.	s.	d.
A richly embroidered Dress Coat, 1st Regiment Life Guards.	15	12	6
An Undress Frock Coat, braided	9	9	0
Embroidered Coat, Dragoon Guards, Coldstream, &c.	14	7	6
Officers' Coats in Regiments of the Line	7	14	6
The Military complete Circular Cloak, lined	8	8	0
Admiral's Coat, with gold lace	8	8	0
Captain's Coat	7	7	0

Epaulettes, Sashes, &c., charged at Lacemen's prices.

Gentlemen's Ordinary Dress.

Court Dress complete, with best steel buttons	12	7	6
A Saxony Black or Blue Cloth Dress Coat, best quality	3	15	0
Ditto Olive or Brown Ditto	3	10	0
Ditto Black or Blue Frock Coat, silk linings	4	8	0
Ditto Olive or Brown Ditto	4	4	0
Black Saxony Cassimere Dress Trowsers	1	16	0
Medley coloured Ditto Ditto	1	13	6
Black or Buff Cassimere Waistcoat	0	17	6
Ladies' Riding Habits, full length	7	7	0

Suit of Footman's Livery.....£4 14 6

Gentlemen who may favour them with an order from the country can have a suit of clothes made by stating the entire height of the figure, size round the waist, size round the chest, and length from the centre of the back to the palm of the hand. J. B. proposes, that any clothes made from this arrangement and not fitting may be returned to him.

R. & G. THOMAS,

DARTMOUTH WORKS, DARTMOUTH STREET,

AND 15, *SPICEALL STREET,*

MANUFACTURERS OF

PATENT HOES, AND PLANTATION TOOLS IN GENERAL,

ALSO,

HARPOONS, WHALE KNIVES, FISH GIGS, & SPEARS,

COOPERS', CARPENTERS', AND SHIP-BUILDERS' TOOLS;

AUGURS, PUMP BITS, AND SHELLS;

TROWELS, MINCING & CHEESE KNIVES, & CLEAVERS;

GARDEN SHEARS, RAKES, AND HOES;

SCYTHES, HAY AND CHAFF KNIVES;

AND LIGHT AND HEAVY EDGE TOOLS,

Of every Description.

A general assortment of SAWS, FILES, PLANES, Joiners' and Carpenters' TOOLS, and Agricultural IMPLEMENTS, always kept on hand at their Retail Establishment,

15. SPICEALL STREET.

VAUXHALL TAVERN, BIRMINGHAM,

Not more than Three Minute's walk from the

GRAND JUNCTION RAILWAY STATION.

BENJAMIN STEEDMAN,

Most respectfully informs Parties having occasion to await the Arrival or Departure of the TRAINS, that they may be accommodated with private or other sitting Rooms, at the above House; and further begs to observe, that such arrangements are made, as to enable him to offer DINNERS, STEAKS, CHOPS, &c. &c., at the shortest possible notice.

EXCELLENT STABLING—WINES AND SPIRITS.

JOHN LAW,

MANUFACTURER OF

PATENT TACK AND CUT NAILS,

OF EVERY DESCRIPTION,

47, COLESHILL-STREET, BIRMINGHAM.

Pad Box and Trunk Locks, Hooks, and Hinges, Heavy or Weighty Bulwark Hinges, Wrought Iron Hinges, Pressed Rivetted Hinges, Rounds or Washers, Bracketts, Cornice Slides, Stair Rod Eyes, and Ironmongery of every description, suitable for Home and Foreign Consumption.

JOSEPH GILLOTT,

STEEL PEN MANUFACTURER,

AND PATENTEE OF THE

Elongated Equi-pointed Metallic Pen,

No. 59, NEWHALL-STREET, BIRMINGHAM.

Wholesale and for Exportation.

JOHN GILLOTT has been for several years engaged in the manufacture of

STEEL PENS,

and during that time has devoted his unceasing attention to the improvement and perfecting of this useful and necessary article. The result of his persevering efforts, aided by numerous Experiments upon the properties of the metal used, and the various modes of construction, is now before the Public in

Gillot's New Patent Steel Pen,

which, being constructed upon a principle perfectly new, combines all the advantages of the Elasticity and Fineness of the Quill, with the Durability of the Metallic Pen, and thus obviates all the objections hitherto existing against the use of Steel Pens. The Patentee is proud to acknowledge that a discerning Public has paid the most gratifying tribute to the value of his humble, though useful labours, by a demand for the

New Patent Steel Pen

beyond his means of supply in the premises he lately occupied; he has therefore now to announce that he has taken the whole of the above Premises, which will enable him to execute the increasing orders with which he has lately been favoured, with all possible accuracy and despatch.

DUDDESTON HALL
LUNATIC ASYLUM
NEAR BIRMINGHAM.

MR. LEWIS

Respectfully informs the Public, that he recives Patients of either Sex, labouring under Mental or Nervous Diseases, into his Establishment, on terms which cannot fail to meet the approbation of persons desirous of placing their friends, who may be so circumstanced, in so comfortable and pleasing a retreat.

The well-known beauty and variety of the Gardens and Pleasure Grounds, and the entire adaptation of the House and Premises to the purposes of an Asylum, render an elaborate description unnecessary. Suffice it to say, there is every thing that can be desired of this nature.

The Proprietor resides in and conducts the Establishment, with properly qualified Assistants. The Female department is under the superintendence of Mrs. and Miss LEWIS, who devote all their time to the health and comfort of the Patients, and whose qualifications in this respect are well known in Birmingham and its neighbourhood.

Doctor EVANS is the consulting Physician; Mr. FREER and Mr. HEELEY, Surgeons, one of whom visits the Patients daily.

The situation is extremely desirable, the Vauxhall Station of the Grand Junction Railway being at the Lodge Gates, and the Railway itself bounding the premises.



Strangers visiting Birmingham are respectfully informed, that

ROLLASON'S

EXTENSIVE SHOW ROOMS,

(Established upwards of Fifty years,) for the Manufacture and Sale of

CHINA, GLASS, EARTHENWARE,

BRONZES, PAPIER MACHEE, &c., &c.,

WHOLESALE AND RETAIL,

Are open for public inspection, and to which they solicit the honour of a visit, feeling confident that there is not an establishment in the Kingdom that can offer a better assorted stock at superior advantages.

THOS. ROLLASON also takes this opportunity of thanking his numerous friends and connection for their past favours, and to solicit a continuance of them.

Royal Cut Glass Manufactory, China and Earthenware Rooms, 108, *Steelhouse-lane, Birmingham.*

June, 1838.

STEEL  *PENS.*

JOHN MITCHELL,

MANUFACTURER OF THE

MUCH ADMIRED SWAN QUILL

DAMASCUS STEEL PENS,

THE MUCH APPROVED

CROWN & ANCHOR PEN,

AND OF THE FOLLOWING DESCRIPTIONS:

Curvilinear,	Calygraphic,
Imitation Quill,	Peruvian,
Lunated,	Ruby,
Lunar,	Coronation,
Polychronographic,	Triangular,

RADIOGRAPHIC, &c.

ALSO, THREE SLITS AND ONE SLIT PENS,

Of every variety, on the most improved principles, which, having been his great study to obtain, he can with confidence recommend to the public.

WHOLESALE AND FOR EXPORTATION,

48, New Hall-street, Birmingham.



THE

ST. GEORGE STEAM PACKET COMPANY'S

POWERFUL STEAM SHIPS

SAIL REGULARLY, WITH OR WITHOUT PILOTS, AND WITH LIBERTY TO TOW SHIPS, AS UNDER:—

FROM LIVERPOOL,

For Beaumaris, Bangor, and Menai Bridge, Every *Tuesday*, *Thursday*, and *Saturday* Morning during Summer, at Half-past Nine o'Clock, from George's Pier Head, with Passengers only.

For Cork—Every *Saturday* Evening.

For Dundalk—Every *Wednesday* Morning.

For Newry—Every *Monday* and *Thursday* Evening.

FROM LONDON,

For Boston—Every *Tuesday* Morning.

For Exeter—(Calling at Deal, Ryde, and Cowes) weather permitting, every *Wednesday* Morning.

For Portsmouth, Plymouth, Falmouth, and Cork—Every *Saturday* Morning.

For Stockton—(Calling off Scarborough and Whitby) weather permitting, every *Saturday* Evening.



FROM HULL.

FOR HAMBURGH—Every *Tuesday*, *Thursday*, and *Saturday*.

FOR ROTTERDAM—Every *Wednesday*.

FOR LEITH—Every *Wednesday*.

FROM BRISTOL.

FOR CORK—Every *Tuesday* and *Saturday*.

FOR DUBLIN—Every *Tuesday* and *Saturday*.

FROM DUBLIN.

FOR CORK—Every Five Days.

FOR GLASGOW—Every Five Days.

FOR BRISTOL—Every *Tuesday* and *Friday*.

FROM LUBECK TO YSTAD AND STOCKHOLM.

Every *Tuesday* during Summer.

THE COMPANY'S OFFICES

ARE

AT WATER STREET AND CLARENCE DOCK, LIVERPOOL;

137, LEADENHALL STREET, LONDON;

MINERVA TERRACE, HULL;

11, EDEN QUAY, DUBLIN;

AND AT ALL THE ABOVE PORTS.

STEAM COMMUNICATION

BETWEEN

LIVERPOOL AND DUBLIN.



THE CITY OF DUBLIN
STEAM PACKET COMPANY

DESPATCH A FIRST CLASS STEAM PACKET

FOR DUBLIN,

(With Passengers only,)

EVERY EVENING AT SIX O'CLOCK, FROM GEORGE'S PIERHEAD.

ALSO, ONE OR TWO DAILY,

(With Goods and Passengers,)

FROM THE CLARENCE DOCK, GENERALLY ABOUT TWO HOURS BEFORE HIGH WATER.

The Company likewise despatch a Vessel every Wednesday for Belfast.

Berths Secured, and further Information given, at the Company's Office, 27, Water-street, Liverpool.

SAMUEL PERRY, AGENT.

May, 1838.

INCORPORATED BY ACT OF PARLIAMENT.

THE PRESENT ESTABLISHMENT OF THE COMPANY CONSISTS OF THE FOLLOWING VESSELS.

CITY OF DUBLIN,
HIBERNIA,
SHAMROCK,
COMMERCE,
BRITANNIA,
LIFFEY,
LEEDS,
BIRMINGHAM,
MERSEY,
NOTTINGHAM,
BALLINASLOE,
HUSKISSON,
ATHLONE, Launched in 1835.

DUCHESS OF KENT,
QUEEN VICTORIA,
ROYAL WILLIAM,
ROYAL ADELAIDE,
KINGSTOWN,
Launched in 1837.
Of 580 tons, and engines of 250 horses power.

Mars, Cattle tender,

GARRYOWEN,
CLARENCE,
LANSDOWNE,
WELLESLEY,
DUNALLY,
CLANRICARDE,
AVONMORE,
Plying on the Shannon.

In addition to the above the Company have 52 Trade Boats, (24 built of timber, and 28 of iron,) averaging 50 tons burthen, for the carriage of Goods, Produce, and Live Stock, by the Grand and Royal Canals, and the River Shannon, between Dublin and the interior.

THE GLASGOW AND LIVERPOOL

STEAM SHIPPING COMPANY'S

SPLENDID STEAM SHIPS

SAIL REGULARLY BETWEEN

LIVERPOOL AND GLASGOW

THREE TIMES EACH WEEK.

ACTÆON,

HUGH MAIRE, COMMANDER;

BURTHEN 700 TONS—400 HORSE POWER.

UNICORN,

K. CRAWFORD, COMMANDER;

BURTHEN 700 TONS—300 HORSE POWER.

EAGLE,

JAMES McKELLAR, COMMANDER;

BURTHEN 700 TONS—300 HORSE POWER.

AILSA CRAIG,

SMITH, COMMANDER;

BURTHEN 300 TONS—100 HORSE POWER.

Messrs. J. MARTIN and J. & G. BURNS, Glasgow,
W. A. BLACK, Greenock, or
MARTIN & CO., Water-street, Liverpool.

LONDONDERRY & LIVERPOOL

STEAM PACKETS,

EVERY TUESDAY AND FRIDAY,

CALLING OFF PORTRUSH AND THE GIANT'S CAUSEWAY,

ISABELLA NAPIER,

DAVID A. DAVENPORT, COMMANDER;

AND

ROBERT NAPIER,

WILLIAM COPPIN, COMMANDER.

JOHN LANGDALE,

LACEMAN, GLOVER, AND HOSIER,

87, BOLD STREET,

LIVERPOOL.

IRISH WHISKEY,

FOREIGN SPIRIT, & WINE STORES,

DALE STREET, LIVERPOOL,

(NEAR THE TOWN HALL).

O'DONNELL & CAMPBELL

Are constantly supplied by the most eminent Distillers with the *Finest Irish Malt Whiskey, Two, Three,* and *Four Years Old,* which they will dispose of at the *original strength,* giving the Consumer *considerable advantages,* not previously to be obtained in this country.

From their experience in Ireland, and the connections they have there established, O'D. and C. will at all times be enabled to dispose of Whiskey on the *most advantageous terms.*

They are also supplied with *Superior Old Port, Sherry,* and *other Wines;* Martell's highly esteemed *Cognac Brandy; best Holland Geneva; Jamaica Rum, Rich Peat flavoured small still Malt Whiskey, &c. &c.*

Best Dublin Porter, and finest Ale in Casks and Bottle.

ORDERS FORWARDED WITH PARTICULAR ATTENTION.



G. RICHMOND COLLIS & CO.,

Late Sir Edward Thomason's Manufactory,

CHURCH-STREET, BIRMINGHAM,

Manufacturers of Articles in the highest Classes in the Arts, in

GOLD, SILVER, PLATED, BRONZE, AND OR MOLU.

In this Establishment is manufactured GOLD & SILVER PLATE, including Racing Cups, Dinner and Tea Services of various Patterns; COMMUNION PLATE and PRESENTATION PLATE made to descriptions given, or if required a variety of elegant designs furnished for approval; Silver Mounted Plated Wares of every denomination; Plated Cutlery upon Steel; Cut Glass, Or Molu, Candelabra, and Lamps; Manufacturers of Medals in great variety, adapted for Societies and Institutions. Amongst the numerous series of Dies, are the celebrated Dassier Dies of the Kings of England; the Mudie Dies, for the series of Grand National Medals, commemorative of the Victories of the late War; Forty-eight Dies for Medals of the Elgin Marbles. Also, SIR EDWARD THOMASON'S Splendid Series of one hundred and twenty large Medal Dies, illustrative of the HOLY SCRIPTURES, and a Series of sixteen Medals upon Science and Philosophy, for Societies; Livery Button Dies cut, and the Buttons made; numerous Patent Mechanical Inventions in the Metals, and Paper Machee; Brass and Bronze Staircases; Manufacturers of fine Gold Jewellery, of the most splendid descriptions; Dealers in Diamonds, Pearls, and Fine Gems; Diamond Suits made to order, and altered to the present Style, or if required, purchased, and Payment, full value, in Cash; English and Foreign Money Exchanged; Old Gold and Silver Articles Reworked as New, or Purchased.

Manufacturers of Sportsmen's fine FOWLING PIECES, upon an improved principle.

DUELLING PISTOLS, RIFLES, AIR GUNS AND CANES,
And Guns of every variety for Exportation.

The *fac similie* of the celebrated *Warwick Vase*, of upwards of 21 feet in circumference, was made in metallic Bronze, at this manufactory. The Copper Bronze *Statue of his late Majesty*, upwards of 6 feet in height, was modelled, cast, and sculptured at this Establishment; as also a *Shield*, in honour of the *Duke of Wellington's Victories*. These, and numerous other Works, are stationed in separate Rooms, to exhibit the progress of British Art, which Strangers are invited to visit.

N. B.—Mr. G. R. Collis is Vice Consul for France, Russia, Spain, Portugal, &c., with the privilege of granting Passports to Persons visiting France and its Dominions.

☞ LONDON ESTABLISHMENT, 3, HALKIN-STREET
Opposite the Pantechnicon, near Belgrave-square.

THE LIVERPOOL

TEA COMPANY,

BOLD-STREET, LIVERPOOL,

F. HORNBLOWER & CO.,

PROPRIETORS.

FAMILIES VISITING LIVERPOOL WOULD

FIND THIS ESTABLISHMENT UNEQUALLED

EITHER FOR PRICE OR QUALITY.

F. H. and Co. have always on Hand a large Assortment of the most Useful TEAS, in Chests and Boxes, from Twelve to Eighty-four Pounds weight, for Family Use, so that Orders received from the Country would meet with Immediate Attention.

FINEST COFFEES, SPICES,

AND REFINED SUGARS.

TOWERS'S

NEW ANGEL HOTEL,

DALE STREET, LIVERPOOL;

AND WATERLOO HOTEL,

CROSBY.

S. TOWERS begs most respectfully to return thanks to the Nobility, Gentry, and the Public generally, for the very liberal support he has for some years past experienced at the Waterloo Hotel, Crosby; and earnestly solicits a continuance of their patronage at his New Establishment, which is fitted up in a handsome and convenient manner, with spacious Coffee-room, elegant Sitting-rooms, and Bed-rooms contiguous, Baths, &c., &c.

The situation of the above Premises, although in the centre of Liverpool, and in the immediate vicinity of the Exchange, the Docks, and other places of public and commercial resort, is rendered, by the recent improvements of the town, airy, open, and healthy.

Particular care will be taken to make the Culinary Department satisfactory to his friends, and his Wines of every description will be selected of the best quality.

COACHES TO AND FROM THE ABOVE HOTEL TO ALL PARTS OF THE KINGDOM.

EDWARD LACEY,

76, ST. PAUL'S CHURCH-YARD, LONDON,

Begs to announce, that he has lately purchased the entire remaining Stocks of the following elegant Works, and in order to promote their rapid sale, has fixed such low prices, *(in some cases one fourth what they were published at,)* as will place them within the reach of all lovers of the fine Arts.

Paris and its Environs, 4to.

Displayed in a series of *Two hundred and four Picturesque Views*, beautifully engraved on steel, by Charles Heath, and others; with descriptions both in English and French. Bound in Turkey cloth, *only* 15s., *lately published at* £2 15s.

Turner's Picturesque Tour,

Royal 8vo. *Twenty most splendid Engravings*, by the very first artists, after drawings by J. M. W. Turner, Esq. R. A., the literary part by Leitch Ritchie, Esq., handsomely bound in olive embossed morocco, gilt, &c., only 7s. 6d., *lately published at One Guinea.*

The Portrait and Landscape Gallery,

Royal 8vo., containing 42 finest Engravings on steel, Portraits of Female Nobility, and Views of Noblemen's Seats, forming a galaxy of beautiful Women and Picturesque Scenery, handsomely bound and gilt, only 9s. 6d., less than half its published price.

Eighty Views on the "Thames," &c.

A series of the most beautiful Engravings ever produced, displaying the waterside scenery of TEN COUNTIES, with appropriate emblematical borders, from Drawings by Tombleson, the Historical descriptions by W. G. Fearniside, Esq. This truly National Work has only to be seen to be admired; the plates are all executed by the first engravers, and are quite gems of art, in the way of Sylvan and Picturesque Scenery; it is now offered large 4to. size, handsomely bound and gilt, at only Fifteen Shillings, or in embossed morocco, 17s. 6d., the very finest impression of the plates; it is a work of real and lasting interest, and no drawing-room table should be without it.

Forty Six Views of the Tyrol, Switzerland, etc.

Most beautifully engraved on steel, from Drawings by

EDWARD LACEY, 76, ST. PAUL'S CHURCH-YARD.
SOLD BY H. LACEY, LIVERPOOL.

T. Allom, Esq., and Historical descriptions by a Companion of HOFER. *Tyrolese and Swiss Scenery is generally admitted to be the finest in the world; the lovers of the romantic and Picturesque have now an opportunity of purchasing this elegant Work complete, at the low price of* 10s. 6d., *handsomely bound in Turkey cloth, or* 12s. 6d. *embossed morocco, gilt, &c.*

The Anniversary,

A beautiful present, full of fine Plates, richly bound in crimson satin, embossed and gilt, only 5s. 6d., *lately published at One Guinea.*

The Keepsake

From the commencement, with the very finest impressions of the Plates, in the original rich silk binding, now offered at only 5s. 6d. and 6s. 0d. per volume.

The Picturesque Annual

From the commencement, with 100 most beautiful Engravings, in red roan bindings, only £1 10s. the set; *published at Four Guineas.*

The National Library

Of universal entertainment and instruction, one of the mos interesting works ever published, containing many hundred original articles of pleasing information, and two hundred and thirty superior cuts, only 6s., *lately published at* 15s. handsomely bound.

The Landscape Annual,

Complete in five Vols., *only* 30s. *the set,* containing one hundred and thirty most beautiful Plates, engraved by the first artists, from Drawings by S. Prout, Esq. F.S.A., and J. D. Harding, Esq., edited by Thomas Roscoe. The whole bound uniformly in green morocco, gilt. This series of the "Landscape Annual" being complete, and forming the Tourist in France, Italy, Switzerland, &c. &c., is offered *for a short time only* so low as £1 10 0;—published at £5 5 0. Or separate vols. in morocco, each with 26 plates, only 6s. 6d. per volume.

The Victoria Keepsake,

An elegant present for young people, with 10 fine steel engravings, and a very great variety of Tales, &c. &c., by the most approved authors, for Youth; handsomely bound and gilt, &c., only 2s. 6d.

It is the prettiest present published this season.

EDWARD LACEY, 76, ST. PAUL'S CHURCH-YARD.
SOLD BY H. LACEY, LIVERPOOL.

TO THE NOBILITY AND GENTRY.

ROBERT WILSON,

OF THE

ALBION HOTEL, MANCHESTER,

Takes this opportunity of returning his grateful acknowledgments to the Nobility, Gentry, and Commercial Travellers who have so long and so efficiently patronized the above Establishment. At the same time he begs to inform them, that in order more effectually to accommodate *Families* travelling *en suite*, as well as Commercial Gentlemen and others, he has effected considerable improvements and alterations in the above HOTEL, which, together with the most unremitting attention to supply every luxury of the season, he hopes will ensure him the continuance of that support and favour, which it has been his highest aim to enjoy, and his pride to deserve.

JOHN GODFREY,

Working Optician, Silversmith, &c.,

No. 93, COLESHILL-STREET, BIRMINGHAM.

Respectfully announces to the Nobility, Gentry, and Inhabitants of Birmingham, that he has, in addition to his Wholesale Establishment, opened a Retail Shop as above, for the purpose of supplying those who may in any way suffer from a defect of sight, with Spectacles suited to their various wants. Having been practically engaged in the above business for more than forty years, he trusts that his experience will enable him to render all the assistance required, so far as glasses, judiciously applied, are capable of affording it.

Spectacles with shades of every description, particularly recommended to persons travelling, or those who are affected with a weakness in the eye, as they completely defend that tender organ from the bright glare of the sun, and are extremely useful either in windy or snowy weather.

Spectacles in Gold, Silver, Tortoiseshell, or Fine Blued Steel Mountings, set with either best Brazilian Pebbles, or Glasses accurately ground.

OPTICAL INSTRUMENTS OF EVERY DESCRIPTION.

Spectacles of every description expeditiously and neatly repaired.

Pebbles or Glasses set in a few minutes.

EVERY ARTICLE SUPPLIED ON MODERATE TERMS.

FREELING'S
RAILWAY COMPANIONS.

PUBLISHED BY

WHITTAKER & CO., LONDON;

H. LACEY, 64, BOLD-STREET, LIVERPOOL;

AND SOLD BY THE BOOKSELLERS IN LIVERPOOL, MANCHESTER, BIRMINGHAM, AND LONDON.

The Grand Junction
RAILWAY COMPANION

AND

LIVERPOOL, MANCHESTER, AND BIRMINGHAM GUIDE.

Dedicated by permission to the Directors of the Company.

Liverpool and Manchester
RAILWAY COMPANION,

WITH A

LONG ENGRAVING OF THE VARIOUS TRAINS, &c.

Manchester and Bolton
RAILWAY COMPANION.

These works contain a complete description of every thing worthy of attention on the Lines—of the Gentlemen's Seats, Villas, Towns, Villages, Rivers, Markets, and Fairs. An account of the Churches, Endowments, Livings, and Patrons—lists of Races—and an account of the Hunting and Angling Stations near the Lines. With a Map, showing the length of every excavation and embankment—the exact distance from one station to another—the gradients of the rails—the radius of the curves—and a section of the ground previous to the commencement of the rail-road operations.

*** *These being the only works under the Patronage of the Directors of the Companies, and therefore the only works which offer a guarantee for their correctness, Strangers are requested to be particular in asking for*

Freeling's Railway Companions.

Public Opinions of the First Edition of

FREELING'S

RAILWAY COMPANION.

The Times says, "This little work contains a complete description of every object of interest on the line. The information relative to the trains, &c. &c. is of unquestionable utility, and the statistical accounts of the towns upon the routes, which may be supposed to influence the undertaking, will be interesting to all who are in any way concerned in such undertakings."

The Railway Times says, "We strongly recommend this highly useful publication to all whom business or pleasure may lead to the localities of which it treats. It contains a complete description of every thing worthy of attention upon the route, and is, in fact, an indispensable vade-mecum to railway travellers."

The Weekly Dispatch says, "This is a neat pocket volume, containing every species of information relating to the railway. We have a chart of the road, which exhibits every embankment and excavation on the line, and an ample Guide, describing to us, geographically and historically, all towns and spots of interest, through or near which the road passes. We have also a history of the undertaking, and a guide to station houses, inns, method of conveyance, and to all other points upon which a traveller can stand in need of information. To this part of the work are added popular and business guides to the towns of Birmingham, Liverpool, and Manchester."

Railway Magazine (December) thus says, "This little work correctly describes every object and place of interest on or near the line. It contains a neat history of the undertaking, and has an excellent map, on a large scale, which shows the towns, stations, gradients, curves, cuttings, embankments, throughout; also the gentlemen's seats near the line."

The Herald thus speaks of the book:—"It is evident that considerable industry has been employed in collecting the information contained in the work. The descriptions of the towns are accurate. The author, too, has been materially assisted in his task by the directors, which stamps the preliminary history as authentic."

The Morning Advertiser says, "This elegant little volume will be found remarkably interesting, and when the traveller has been put down at any of the towns, he will here find as much information relative to its public institutions—customs—trade—hotels—coach-fares, &c. &c. as is often contained in a large directory."

The Spectator:—"The work is written in a very succinct and readable form, and gives an account of the works, regulations, &c. &c., and an itinerary of the places through which the line passes."

The Mining Journal says, "The work is accompanied by a very superior map of the railway, to which Mr. Locke, the engineer, has contributed much valuable information. We recommend it to the railway traveller, who will find therein all the information he can desire; and we may observe, this is the first of a series of Guides on which Mr. Freeling is now engaged, embracing all the great railways in the kingdom."

The Liverpool Journal thus speaks of it. "Mr Arthur Freeling has written this work with his usual judgment; in a small compass, it contains every thing interesting to the traveller, in the way of fares—mails—post-offices—steam-packets—statistics—topography, and all the multitudinous points on which travellers require information.".

Gore's Advertiser says, "We can confidently recommend this neat little volume. In addition to much and valuable information, it is accompanied by an excellent map and section of the railway."

The Liverpool Mail:—"A more complete work of the kind could not readily be produced. Every page bears internal evidence of great pains-taking in the acquisition of the fullest information; and it is clear, as stated in the preface, that much of this information has come direct from the directors of the Grand Junction Railway. The bulk of the volume, however, considered as a road-book from Birmingham to Liverpool and Manchester, is evidently the result of personal observation. The work is rendered complete by the addition of a large map, which has been corrected, we believe, by Mr. Locke, the engineer of the road, and may therefore be depended upon."

The Liverpool Mercury thus notices it:—"This is the most complete work of the kind; promises of the title-page are faithfully kept; no traveller should be without it."

The Liverpool Albion thus notices the work:—"This is a handsome and compact volume, of convenient pocket size, written by Arthur Freeling. It is dedicated, by permission, to the directors of the company. A large and beautiful map of the railway, including the Liverpool and Manchester line, is placed opposite the title-page, and will be found exceedingly useful. Ample details are given of every thing likely to prove interesting on the line, with full accounts of the fairs, regulations, and a complete description of every part of the railroad, including the views, noblemen and gentlemen's seats, and the towns and villages near which it passes. The work also contains much information which is not less amusing than instructive."

THE

RAILWAY COMPANION

FROM

LONDON TO BIRMINGHAM, LIVERPOOL, AND MANCHESTER;

Including Guides to the three Towns, and Two Maps showing all the Excavations and Embankments, and the face of the country before the Railway works commenced, may be had in one volume, handsomely bound.

PRICE FIVE SHILLINGS.

WORKS BY THE SAME AUTHOR.

THE

GENTLEMAN'S POCKET BOOK

OF

ETIQUETTE,

AND VADE MECUM OF THE OBSERVANCES OF SOCIETY;

WITH A CHAPTER ON DUEL.

7th Edit. Royal 32mo.; elegantly bound with gilt edges. Price 1s. 6d.

THE

LADIES' POCKET BOOK

OF

ETIQUETTE,

WITH A CHAPTER ON WALTZING.

Opinions of the Press upon the 1st Edition of the Pocket Book of Etiquette.

"This is a very pretty little book, and does much credit, not only to the author, but also to the printer and publisher. It abounds with excellent maxims and observations, and shows that the author has mixed much with society, and is fully competent to give instruction. We cordially recommend it to the notice of our readers."—*Standard.*

"We can confidently recommend this unique and intelligent little work to the patronage of the book-reading public. It may be studied as much for the practical lessons of wisdom it contains, as for the admonitions it offers on the usages and observances of good society."—*Telegraph.*

"We confidently recommend this pretty little book; and feel assured that all who purchase it will lay out their money well."—*Chronicle.*

"This neat little book carries its recommendation in its title. It is a sort of pocket manuel of good breeding. All its rules display the most excellent taste and judgment."—*Albion.*

"A pleasant and useful little book; it is writtent with good sense and good taste, and will repay perusal."—*Times.*

"A little book bearing this title has just emanated from the Liverpool press, which does infinite credit to publisher, printer, and author. It is full of good advice, and is a perfect gem in appearance."—*Sunday Times.*

"This beautiful little book really deserves all the credit which our contemporaries have given it: the title explains its object, and, we believe, as much and as valuable instruction is contained in its pages, as could well be compressed into a similar space."—*Journal.*

IN THE PRESS, BY THE SAME AUTHOR.

THE BRIDE'S POCKET BOOK;

Being Hints for regulating the conduct of Young Married Women; with a few Medical Axioms, and Strictures on the Intellectual and Physical Education of Children. Royal 32mo.

THE POCKET BOOK OF FRIENDSHIP,

OR FRIENDSHIP'S FAREWELL,

A Souvenir. Royal 32mo.; gilt edges.

